

ROADRACING WORLD[®]

& MOTORCYCLE TECHNOLOGY

Volume 11, Number 9

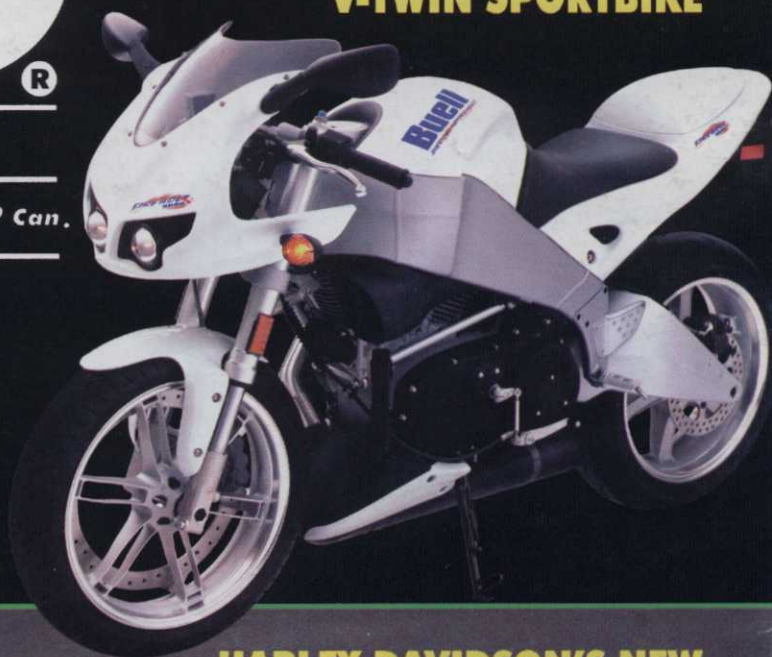
September 2001

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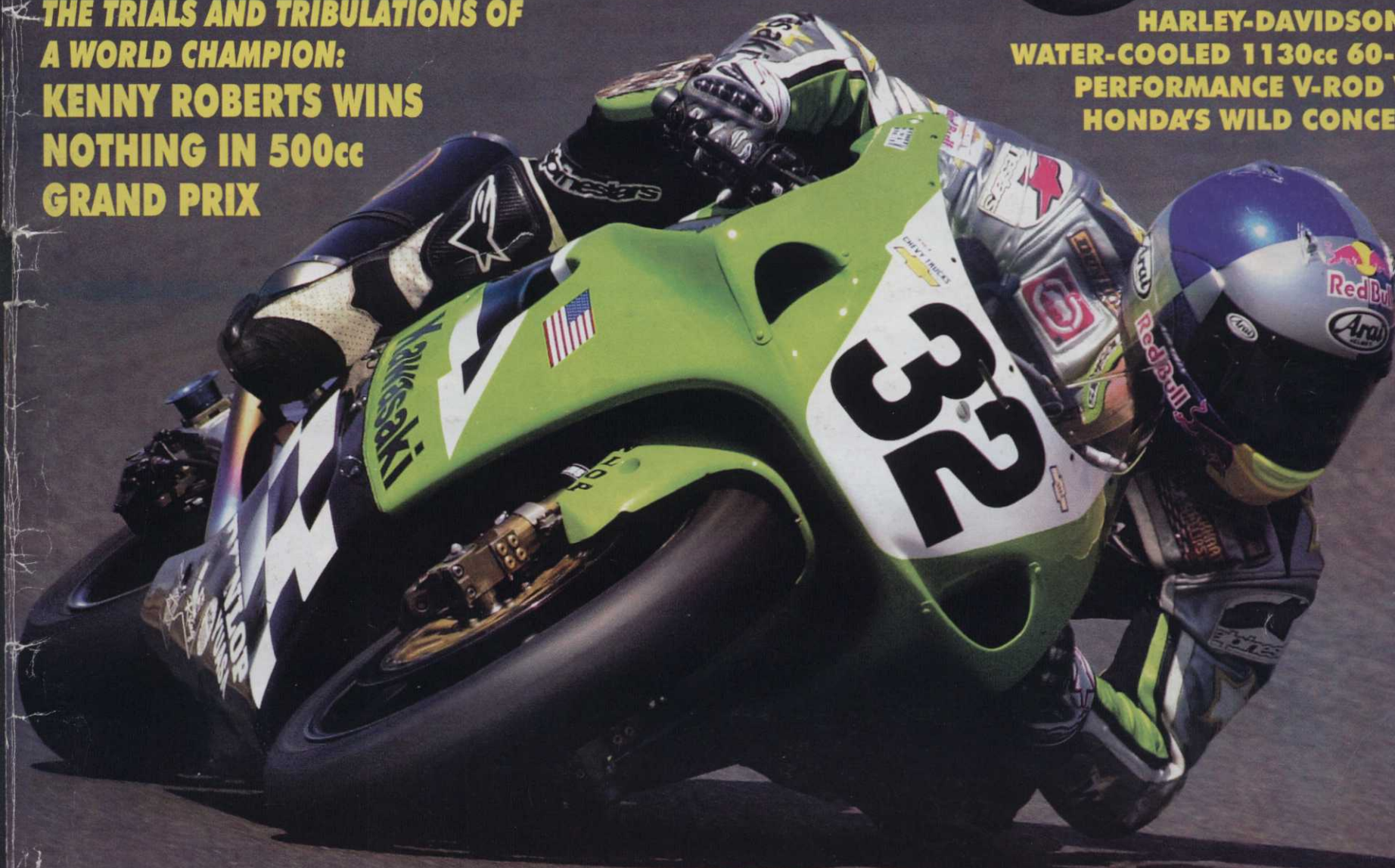
LAGUNA SECA AMA SUPERBIKE, WORLD SUPERBIKE:
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THE TRIALS AND TRIBULATIONS OF
A WORLD CHAMPION:
**KENNY ROBERTS WINS
NOTHING IN 500cc
GRAND PRIX**

IF ERIK BUELL GETS HIS WAY,
IT WILL RACE IN AMA
600cc SUPERSPORT:
**BUELL'S NEW 984cc, 385-
POUND, 52-INCH-WHEEL-
BASE FIREBOLT XB9R
V-TWIN SPORTBIKE**



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PERFORMANCE V-ROD V-TWIN,
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It's V-Twins in the news with a new Harley-Davidson sportbike that Erik Buell hopes will someday race in AMA 600cc Supersport races, a new water-cooled Harley-Davidson streetbike, a sporting Yamaha and a Honda concept bike headlining this month's list of new machines.

Buell introduced the new Firebolt XB9R to the press and dealers in Los Angeles on July 13. The fuel-injected Firebolt engine is based loosely on the architecture of the single-cylinder Buell Blast, but Buell did more than just slap another cylinder onto the Blast and double its 32-horsepower to come up with a new Sportfighter. The XB9R has a 984cc (88.9 x 79.38mm, or 3.5 x 3.125-inch bore and stroke), air-cooled, two-valves-per-cylinder, push-rod, four-stroke, 45-degree, V-Twin engine with new high-flow cylinder heads and an all-new valve train. A ram-air induction system and an 11-liter airbox feed a single 45mm Walbro/VDO throttle body and down-draft intake ports. The intake for the ram-air sys-



The Buell Firebolt XB9R sportbike, carrying a Harley-Davidson engine in an outrageous chassis featuring aluminum frame spars that double as the fuel tank and an aluminum alloy swingarm that doubles as the oil tank for the dry-sump engine. Wheelbase is 52 inches with 21 degrees of rake and 83mm (3.1 inches) of trail. Note rim-mounted front brake disc.



If Erik Buell gets his way, the 385-pound (dry), 984cc Firebolt XB9R will be seen in AMA 600cc Supersport races. In the meantime, it may be perfect for the Pro Thunder class, assuming the class returns for 2002.

tem projects outside of the left fork leg, collecting undisturbed air which is then turned 90 degrees straight up through the left frame rail and into an airbox positioned above the engine, where a fuel tank traditionally is located. The engine produces a claimed 92 horsepower at 7200 rpm and 68 lbs.-ft. of torque at 5500 rpm (at the crank), with a redline of 7500 rpm.

What allows the airbox to sit in the rider's lap is the fact that the Firebolt's 3.8 gallons of fuel are carried inside the rails of a twin-spar, 24-pound aluminum-alloy frame. And the braced swingarm, which pivots inside the engine cases, carries the dry-sump-engine's oil. The engine is a stressed member of the frame, which isolates the rider from vibration with an improved version of Buell's Uniplanar, rubber-mounting system. Showa provides the Firebolt's fully-adjustable suspension, a linkage-less remote-reservoir rear shock and 41mm inverted front forks. A steering damper does not come with the newest Buell and, despite the most aggressive geometry of any big streetbike ever, it doesn't need one, according to Buell engineers.

The Firebolt weighs 385 pounds dry, with weight distributed 52 percent front/48 percent rear. The wheelbase is a short 52 inches with a radical 21 degrees of rake and 3.1

inches (83mm) of trail, yet people who have ridden the new bike say it is dead stable, with a seating position that makes it as comfortable as any modern middleweight sportbike.

"We chose a lot of these specs early on in the program," said Buell Motor Company Chairman and Chief Technical Officer Erik Buell. "We wanted the most aggressive steering geometry. We wanted the shortest wheelbase. We wanted the smallest overall package. A lot of people would say, 'You can't do that.' We said, 'Why can't we?' It's really just sound engineering; a lot of testing, a lot of development, a very stiff chassis, really optimized weight distribution and placement of weight on the vehicle. There's no rocket science there."

Professional racer and full-time Buell/Harley-Davidson employee Shawn Higbee was the original test rider who helped develop the chassis of the Firebolt on the racetrack. Harley-Davidson factory Supersport pilot Pascal Picotte, along with Buell AMA Pro Thunder racers David Estok and Tripp Nobles, contributed to the fine tuning of the new bike's suspension settings. At a dealer event held the same day as the press introduction, dealers saw a video of Picotte, Estok, Nobles, and Buell himself riding the Firebolt at Blackhawk Farms

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On the Front Cover: Buell's new Firebolt XB9R V-Twin Sportbike, and Eric Bostrom dragging his elbow at Laguna Seca. Action photo by Brian J. Nelson.

Raceway and on the street; all four were then shown complimenting the bike in a very convincing manner.

What some may consider rocket science is the Firebolt's patent-pending Zero Torsional Load (ZTL) front brake system. A single, 14.76-inch (375mm) stainless steel brake rotor is mounted directly to the front wheel rim and grabbed from the inside by a small, six-piston Nissin brake caliper. With a normal brake set-up, according to Erik Buell, braking force must be transmitted from the brake rotors to the wheel hub, through spokes to the rim and tire, and then to the pavement. Buell's ZTL arrangement provides for braking forces to go straight from the rotor to the rim, tire, and pavement, in turn allowing the use of a much lighter wheel. The Firebolt's 3.50 x 17-inch cast aluminum front wheel and brake set-up is a claimed seven pounds lighter than a conventional system. The bike's rear-wheel set-up is conventional, with a 5.50 x 17-inch wheel, 9.0-inch (230mm) rotor, and single-piston caliper.

Erik Buell said at the intro that one of his engineering design philosophies is design purity and simplicity, reducing the number of parts or designing one part to do more than one job. That approach is readily evident in the XB9R's frame and swingarm and also in the details. For example, there are no wheel spacers on the Firebolt. The bike's hollow axles are machined to a specific taper with one threaded end. The axle is threaded directly into the fork leg or swingarm on the opposite side, spacing the wheel in its proper position, then secured with a single pinch bolt. Despite the Firebolt's axles being made from steel, they are relatively light.

Another interesting feature is the belt drive system, which uses an 11mm Gates drive belt said to be zero-maintenance thanks to a strategically-located, patent-pending automatic tensioner that maintains correct adjustment through the bike's full suspension travel. The new system is also said to eliminate driveline slop. The life expectancy of the belt is 25,000 miles. When the belt is in need of a replacement, a portion of the swingarm brace unbolts, making a swap easier.

The Firebolt's V-Twin engine is air-cooled but is assisted by over-sized cooling fins on the cylinders, air ducting to equalize the temperatures between the front and rear cylinders, and an ECM-controlled cooling fan to remove heat from the engine bay and away from the rider in stop-and-go traffic. The frame and swingarm are coated with a corrosion-resistant polymer. As per usual Harley-Davidson practice, the valves are actuated by self-adjusting hydraulic lifters. A new clutch and changes in the shifting mechanism reduce drivetrain lash and make the five-speed transmission shift smoother. No tools are required to access the air filter, the seat comes off with the ignition key, and the rear sub-frame bolts on and off. The shift linkage can be easily reversed, and steel-braided brake and oil lines come standard. The gauge package, fairing upper, and headlights are supported by a magnesium bracket, and the gauges include an electronic speedometer, tachometer, odometer, dual tripmeters, normal indicator lights, and a fuel count-down tripmeter that automatically starts when the fuel tank hits reserve. All Firebolts will come with Dunlop D207 Sportmax radials, 120/70-ZR17 front and 180/55-ZR17 rear.

"It was very fun to have a clean sheet of paper and go for a totally new type of motorcycle. It isn't a direct competitor for anything," said Erik Buell, later calling the Firebolt a middleweight and claiming that it will most likely be compared to 600cc Inline

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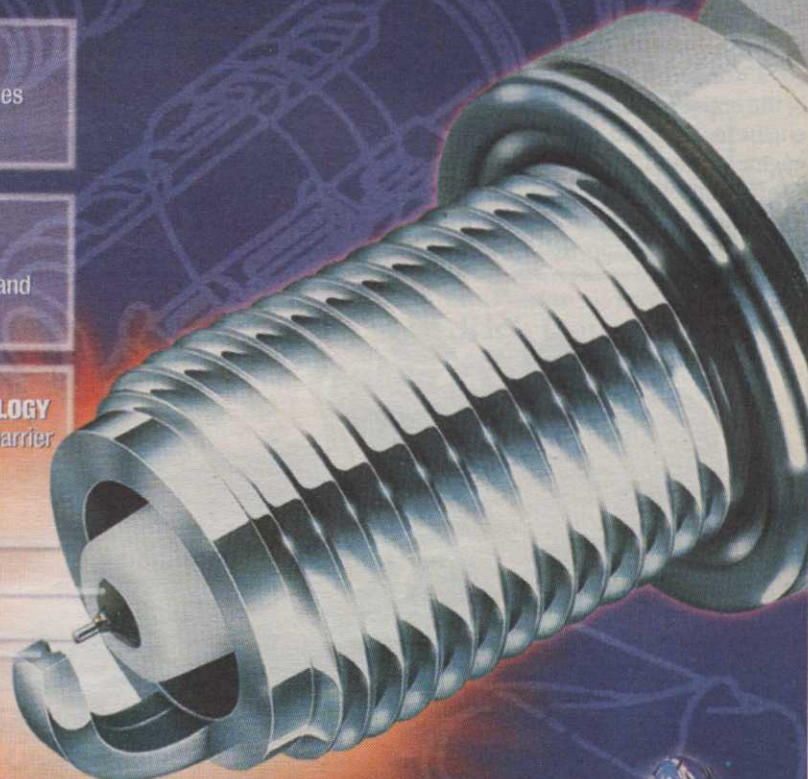
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inside info

continued from page 5

four-cylinder machines.

Asked why Buell would stick with an air-cooled, push-rod, V-Twin engine, Erik Buell said, "It's a wonderful motor for this kind of application. It's light, it's compact, it's got a wonderful powerband. It's just part of the entire package. It's kind of the ideal engine for this kind of bike." The Firebolt's engine weighs 178 pounds wet, including the fuel-injection system.

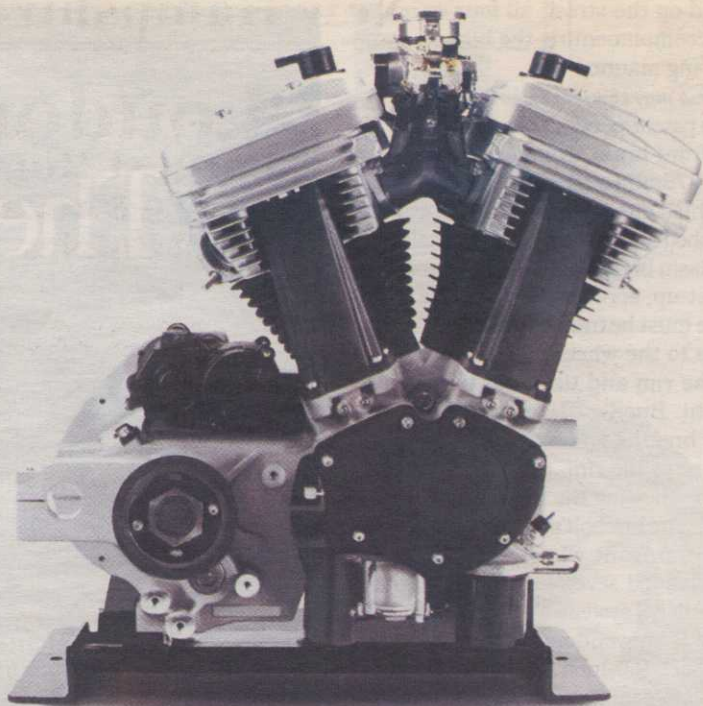
Asked what riding the Firebolt was like on the racetrack, Tripp Nobles said "Chas-

be a Pro Thunder racing platform? "Marketing-wise, I don't know how to answer that," Nobles said. "Looking at it from my seat, hell, yeah it was designed for Pro Thunder! But that's my opinion. I can't wait to get the thing and run it in Pro Thunder. I'm sure Buell has another theory on it, marketing-wise. But being honest with you as a racer, I can't wait to race that thing."

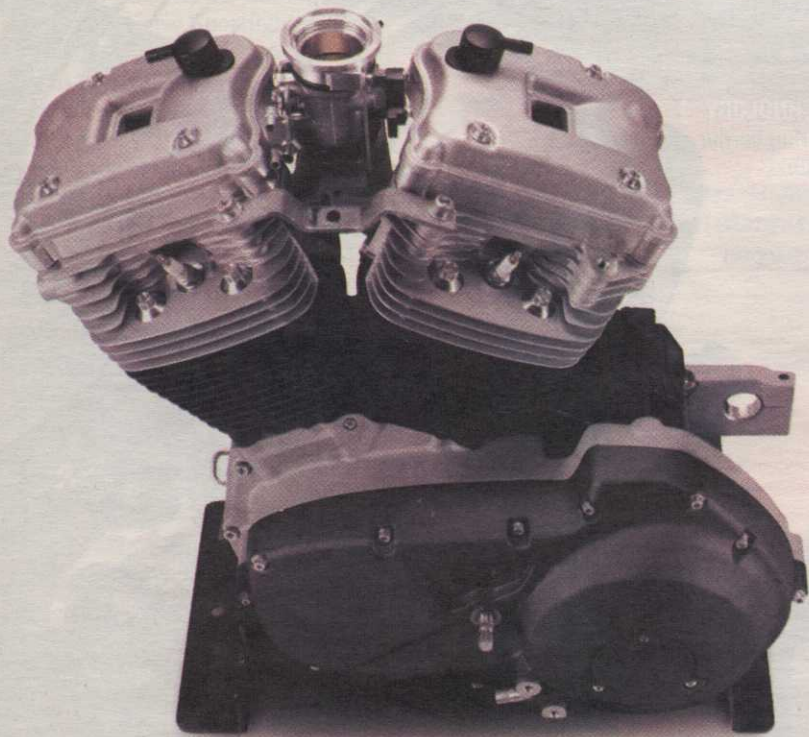
When asked about the possibility of the AMA Pro Thunder series going away, former racer Erik Buell said, "We'll make sure that our customers have a place to race it." Other Buell engineers stated that a race kit should be available when the Firebolt becomes available.

The final price for the 2002 Buell Firebolt has not been set, nor has the availability date. The new bike is expected to arrive in early 2002 and for under \$10,000 suggested retail price.

Meanwhile, the launch of the new Harley-Davidson V-Rod created a furor when the company provided advance information



Loosely based on the Buell Blast single-cylinder engine, the Buell XB9R V-Twin makes a claimed 92 horsepower and 68 lbs.-ft. of torque.



Buell Firebolt XB9R engine features a single throttle body and plug-cap ignition coils. It's said to shift better than existing Buell engines, thanks to shift-linkage improvements.

sis-wise, it's the closest thing to a racebike off of the showroom floor that I've ever ridden. The next closest thing would be a Suzuki GSX-R750. It's a Twin, though. So it doesn't have the sheer speed of an Inline Four, but it's got the torque that you're looking for." Was the Firebolt designed to

to various magazines worldwide that agreed to honor an information embargo date of July 13. The catch is that the magazines had the information on the new bike prior to Harley-Davidson stockholders being informed, and when the British publication MotorCycle News (MCN) broke its signed embargo



The Harley-Davidson V-Rod, the water-cooled DOHC V-Twin that sent Harley-Davidson stock soaring when a British magazine leaked its existence before stockholders were notified.



Former racer Erik Buell, with the XB9R, a radical design he says is based on "sound engineering" and "a lot of testing."

pany's second century of existence.

The V-Rod is claimed to have the heart of a Superbike, the style of a custom, and the soul of a dragbike. The V-Rod's engine is the first liquid-cooled powerplant to come out of the Milwaukee factory and is also the most powerful Harley-Davidson production engine ever built.

The VR1000-derived, 1130cc, 60-degree, DOHC, eight-valve V-Twin has a bore and stroke of 100 x 72mm (3.94 x 2.83 inches) and is claimed to make 115 horsepower at 8250 rpm and 74 ft.-lbs. of torque at 7000 rpm (at the crank) with a soft rev-limiter at 8800 rpm and a hard rev limiter at redline, or 9000 rpm. The engine features combustion chambers (compression ratio is 11.3:1) and valve train components designed by Porsche Engineering in a rela-



The Harley-Davidson V-Rod has a heavy emphasis on styling, with special attention to radiator shape and shrouding. The long, low look is available in one paint scheme.

agreement and posted details on its website, it set off a worldwide information leak and sent Harley-Davidson stock soaring.

The V-Rod is the first in a new family (VRSC, or V-Twin Racing Street Custom) of Performance Custom motorcycles from the oldest and largest motorcycle manufacturer in America. The V-Rod impressed 150 members of the worldwide press in June when it was unveiled by Willie G. Davidson himself in Arcadia, California as the bike that would carry Harley-Davidson into the com-

tionship that Harley says has existed since the 1970s. Valve sizes are 40mm intake and 34.5mm exhaust. The all-metric V-Rod is said to be a global motorcycle with the same basic set-up meeting regulations around the world with a few minor changes required for individual markets, but no loss of power.

The rubber-mounted, counter-balanced, 176-pound engine sports Delphi electronic,

continued on page 10



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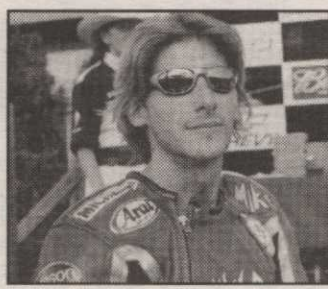
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Brent Campbell
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2nd GTL
3rd Adomo National



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2nd GTO
2nd UNSB
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Des Conboy



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Galen Miller**
1st LWSM



Jesse Sandoz
Aprilia SuperTwin
2nd SuperTwin

Michelin Sweeps
GT LightWeight
1st Brian Kent
2nd Brent Campbell
3rd Bob Poetzsch



Vahan Buchakjian
2nd MWSM
3rd HWSM
4th LWSB



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LETTERS

To the editor

AMA Board Chairman Comments On Air Fence Fund

I am writing pursuant to a resolution passed by the AMA Board of Trustees at their June 11, 2001 meeting. The Board, after receiving a report on the impact attenuating barriers purchased with funds solicited by *Roadracing World* and contributed by individual contributors, directed that we thank *Roadracing World* and the individuals for their support of this effort. As you are aware, Honda, Harley-Davidson and Suzuki also made substantial contributions for this purpose.

The issue of safety is, of course, paramount in any racing environment. Hopefully the use of these barriers will add an additional element of safety for those that participate in AMA professional racing activities. Thank you for your activity in helping us and the OEMs bring our plans to fruition, and please express to the individual contributors our appreciation for their support.

J. Richard Gray
Chairman
AMA Board of Trustees
Lancaster, Pennsylvania

On Air Fence And Run-off Room

Enclosed is a check for \$100 for the Air Fence fund. I believe more Air Fence is a good solution to an immediate problem.

However, I hope free Air Fence does not let racetracks off the hook for track safety. I would rather see more run-off room. If you alleviate the risk, what incentive do they have for getting rid of hard, immovable objects at the edge of the track? Moreover, are you giving them an incentive to use more concrete walls so that they can bring the spectators closer to the racing action?

Perhaps you can negotiate with tracks for some kind of safety modification in the future. How about 10 years of free Air Fence use for removal of one wall? Maybe each track can cover the cost of getting the Air Fence to their venue. I can't believe Synergy or any one company will cover all the transportation costs forever.

Fixing problems regardless of whose responsibility it is has immediate benefits, but it can put you in a weakened position for negotiation. I believe John Kocinski's comments about wanting to race at a dangerous track were about things having to get worse before they get better. Perhaps more people have to die before there is enough will to change.

Air Fence is not a perfect solution. It still leaves the possibility of the rider being saved by the Air Fence but hit by the bike following him into the Air Fence and it still leaves the racer, motorcycle, crash truck and ambulance close to the track, increasing the possibility of red flags. A crash always affects at least a few people, a red flag affects everyone, every time.

I noticed that downhill ski racing now uses a virtual tunnel of netting to catch racers when they crash. The netting forms a big, curved wall, suspended 10 feet above the surface by poles angled in toward the course with the base of the poles farthest away from the racers so that they don't hit the poles.

Of course, the weight and speed of motorcycles means netting would not work, but think of stadium seating, like in the newest theaters, close to the track, but 10 feet above it, so that there is runoff room underneath the grandstands.

Jeffrey Lee
Oakland, California

Keep The Air Fence, Bag The AMA

Thanks for your acknowledgement letter regarding my Air Fence donation. It was my great pleasure to contribute to this noble cause. You say, "we have done a good thing." I say *you, sir, have done a good thing*. We all just tagged along for the ride. (John, you're my new hero.)

I have to say though, that the letter was a bit annoying. It was written as if everyone who donated was an AMA member and supporter. That's way *wrong!* Some of us out here in motorcycle land loathe the AMA. We donated to this fund because we love our fellow racers as if they were family and we want them to live full, healthy lives. We want to watch them perform for many years to come. The AMA just wants the money. The AMA couldn't care less about the racing community or the health of the racers themselves. How could they treat the racers like dirt for so many years if they cared? How could they act the way they did at Loudon if they cared?

Regarding the stickers; the "Racers Take Action—We Are The AMA" sticker isn't firing on all cylinders. Racers aren't voluntary AMA members! They are *forced* to join the AMA before they are allowed to compete. Given the choice, I think very few would pay dues to that corrupt organization.

The other sticker, "Take Back The AMA!" may work for you but not for me. I don't want the AMA. You can have it. I don't think we need that bunch of jerks on this planet Earth.

Accordingly, I'm returning these two stickers for re-cycling. My girlfriend Kathleen also returns hers as well. We'll proudly display the *Roadracing World* stickers, though. *Roadracing World* is the only source of honest information I know of. Reading it is the only way to find out what's really going on in this sport we love so much so please keep it coming!

Ed Siccardi Jr.
Eyeball Engineering
Downingtown, Pennsylvania

Cornerworker/Club Racer Says Loudon Track Was Safe For Superbikes, And Wants To Know Why Pro Riders Wouldn't Race

I would like to tell you how disgusted I am with the AMA Pro Racing showing at the Loudon Nationals.

For two years in a row the fans and workers had to sit in the rain for hours and wait for the AMA to decide if the races would run, and again the decision was not to race.

I know that the AMA allows the use of rain tires, I just watched the races at Road America, where the Superbike race was run in the rain! Why can the races not be run in NH in the rain? The New Hampshire International Speedway has spent a lot of time and money to improve the track to accommodate the riders and the AMA's requirements. Yet, again the races were not run, when conditions were safe enough to run the races.

As a volunteer corner captain, I was in turn seven on Sunday. I personally saw Mr. Bahre out directing the track dryers and inspecting the track to ensure that it was safe. Everyone at NHIS and the U.S. Marshals were doing every thing possible to make this a safe event, yet it appears that was all in vain, since the riders refused to race and the AMA did nothing to change that. Most people knew that once it started to rain the races would not be run. The Pro riders run the AMA and we know the riders do not like to race in the rain.

The AMA and Pro riders think that the local racers don't understand what a safe track is since we don't go fast enough. The winner of the 600cc Supersport race qualified sixth, so apparently Scott Greenwood felt the track was safe enough to race, and I think he can be qualified as one of the fast guys.

If I did not need my AMA card to race with the LRRS/CCS, I would cancel my membership now. I race at NHIS eight times every year and feel the track is safe. I have spent my free time each year to help put the Loudon National event on, being a Corner Captain, but I am seriously considering not helping in the future, since it ends up being a waste of my time. I would have much rather have spent my first Father's day with my five-month-old twin daughters, than sitting in the rain waiting for races that never happened.

Please, if the AMA and Pro riders are not ready to race, don't come back to NHIS, it's a waste of time for you and us.

David Sargent
AMA #422290
Dover, New Hampshire

AMA's Total Lack Of Understanding At Loudon

I am appalled at the total lack of understanding by (AMA Pro Racing Director Of Competition Merrill) Vanderslice at the recent Loudon event and his power-trip attitude towards the racers. Maybe he should realize that no racers means no AMA, and a safety concern by the people actually riding on the track should be well heeded. After all, it is their butts on the line, not his, and he should be concerned first for the safety of the riders, not his own personal agenda. I could give him the benefit of the doubt as I have not heard his side of the story, but with everything else I am reading about the AMA they cannot afford this kind of publicity.

Rich Toepper
Woodstock, Illinois

AMA Pro Racing Is Hopeless, Time To Start Over

Regarding Vanderslice's idiocy at Loudon, I want to thank you for your continued perseverance in this and other related matters (Air Fence, etc.). When I was much younger I raced in the Northwest and grew up at the track. Over time, college, job, job-turned-career and family all began to force racing to take a back seat. All the while I remained an active fan and rider. Over the past year I have taken the time to attend schools to regain some of my lost skills and had the opportunity to participate in a handful of track days. It's been fun and I have been considering going back to racing in either 125s or, more likely, 250s. With any luck I can amass the points and get my Pro license and start racing the 250 Pro series within a year or two.

So off I went to Daytona with a friend to help during the Pro weekend and I have to say, I was shocked.

I am as willing to accept crashing and injury as anyone and as far as I'm concerned it's part of the sport, but the stupidity and arrogance of the AMA officials I saw at Daytona horrified me. Being in the paddock and participating in the event from set-up to qualifying to racing gave me a close up view of the changes in the sport that were completely invisible to me as a fan.

Rider safety has become so small a

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Send letters to Editor John Ulrich, Roadracing World, P.O. Box 1428, Lake Elsinore, CA 92531. All letters must be signed and must include your true name, complete address and daytime phone number to be considered for publication. If we cannot reach you by phone to verify your letter, it will not be published. Letters signed with fictitious names and anonymous letters will not be published. Published letters do not necessarily reflect the official position of this publication and all letters may be edited for clarity and length. Delusional letters from raving lunatics, conspiracy theorists, professional victims or others with a tenuous grasp on reality may or may not be published, depending upon their apparent entertainment value as judged by the editor.

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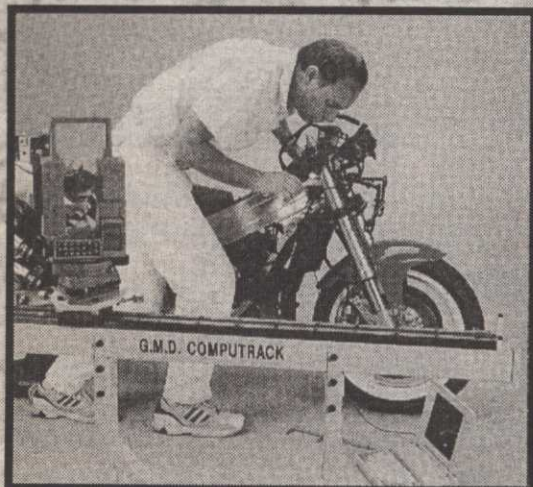
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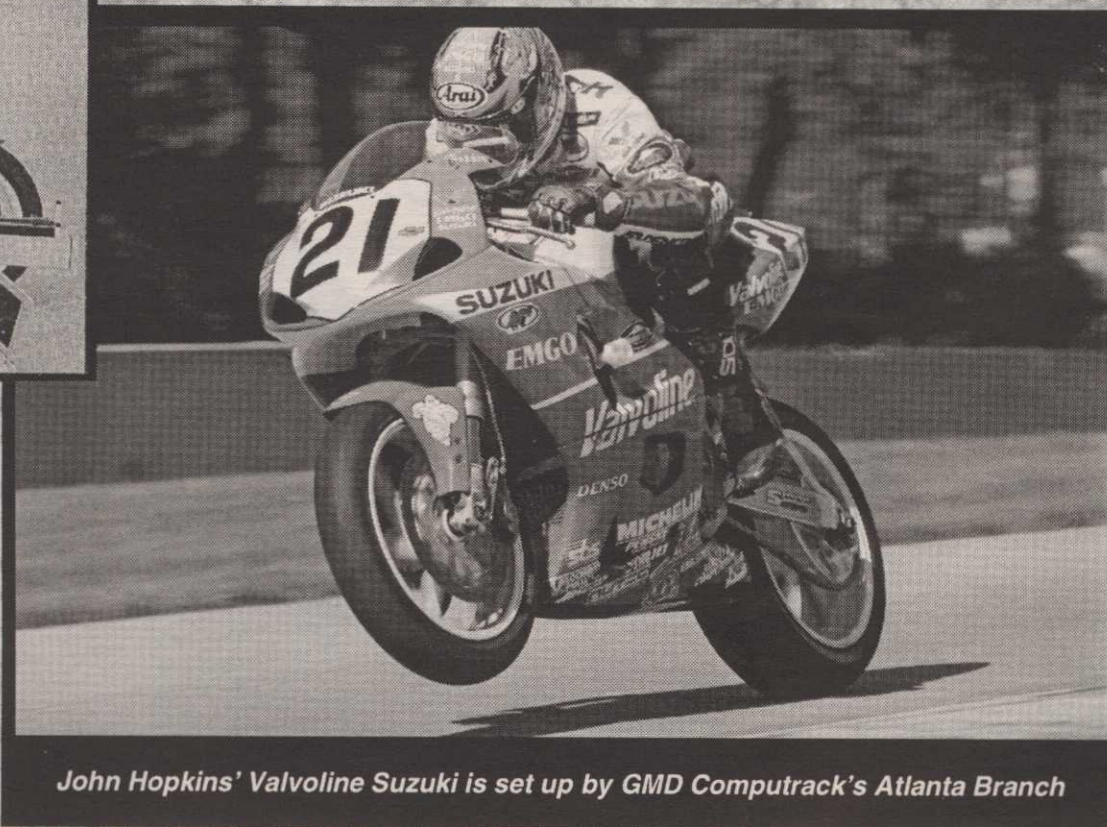
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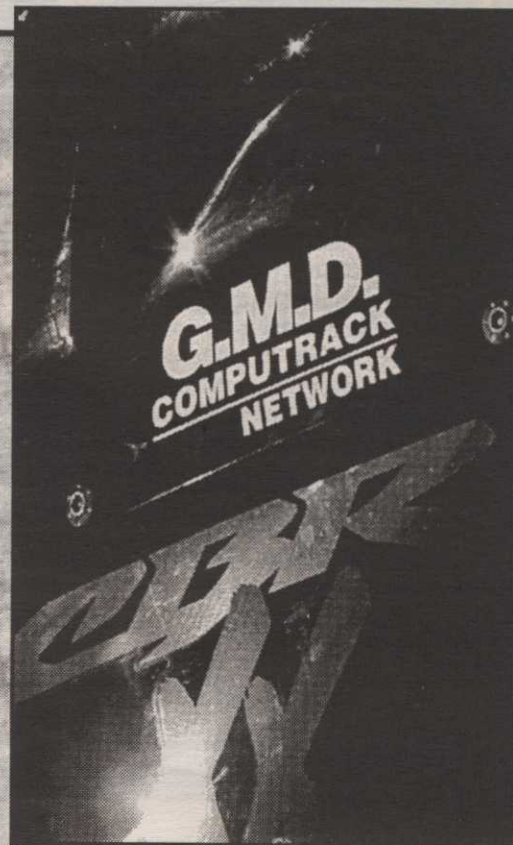


John Hopkins' Valvoline Suzuki is set up by GMD Computrack's Atlanta Branch

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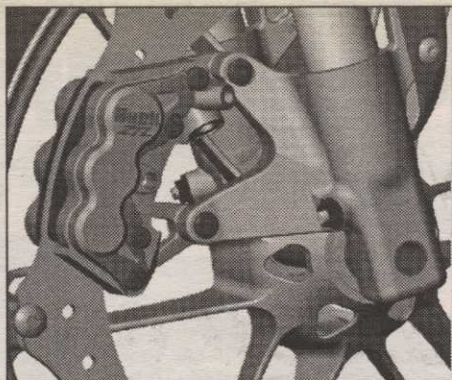
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sequential port fuel-injection, a downdraft intake system, plug-top ignition coils, a one-piece forged crankshaft, forged pistons, side-by-side connecting rods, full-pressure crankshaft journals, rare earth magnets in the alternator, Auto Compression Release (ACR), and a self-diagnostic function that runs every time the ignition key is turned on.

The new engine is mated to an all-new five-speed gearbox, and the primary drive is by gear; clutch actuation is hydraulic. Final drive is via a toothed belt, which is narrower than conventional belts to make room for the wide rear tire.

According to Harley-Davidson engineers, the V-Rod's chassis was inspired by Harley's top fuel dragsters. The 49mm, non-adjustable conventional forks are raked out to 38 degrees. The combination of the raked forks; the low handlebars; sharply-angled, preload-adjustable rear shocks; and an aerodynamically-shaped headlight give the bike "the look of a forward projectile," according to Harley-Davidson Vice President of Styling Willie G. Davidson.

According to Willie G. Davidson, the engine is carried like a "centerpiece jewel" in a twin-cradle perimeter frame made up of hydro-formed steel tube rails. The lower frame rails unbolt for easier servicing. Solid cast-aluminum disc wheels are lighter than previous solid Harley wheels and measure 3.00 x 19-inches front and 5.50 x 18-inches rear. The V-Rod gets a large 180/55ZR-18 Dunlop Sportmax inside its one-piece cast aluminum swingarm while the uniquely-sized front wheel gets a 120/70ZR-19 specially-made by Dunlop, Harley's exclusive OEM tire supplier. Wheelbase is 67.5 inches and seat height is 26-inches. Stopping power is provided by dual 292mm (11.5-inch) floating disc brakes, Harley's own four-piston



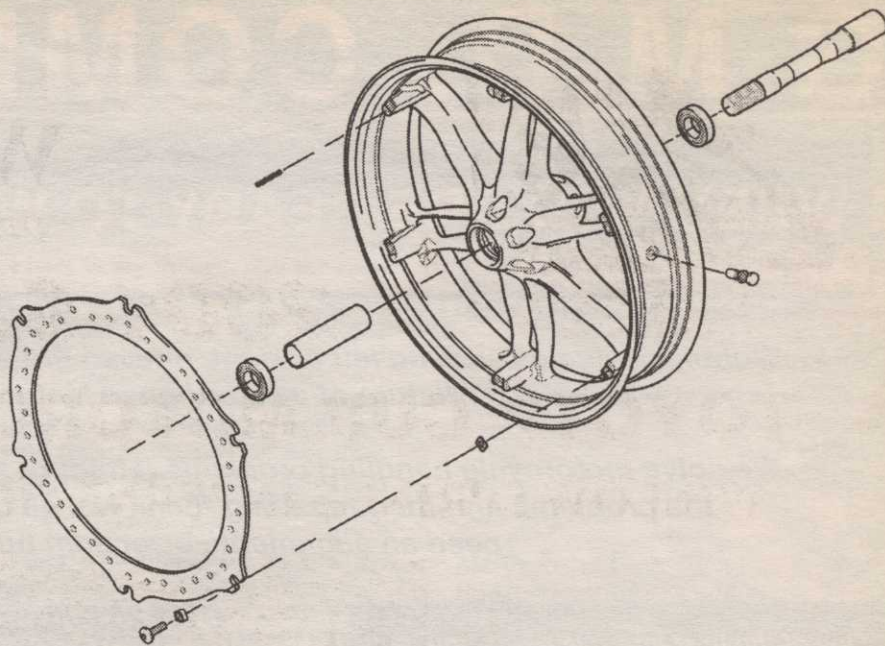
Close-up of the six-piston front caliper on the Buell Firebolt XB9R.

calipers and steel-braided brake lines in front and a single 11.5-inch rear disc set-up. Although not meant to be a canyon carver, the V-Rod boasts 32 degrees of cornering clearance, a dry weight of 595 pounds, and Harley personnel say it goes better than it looks.

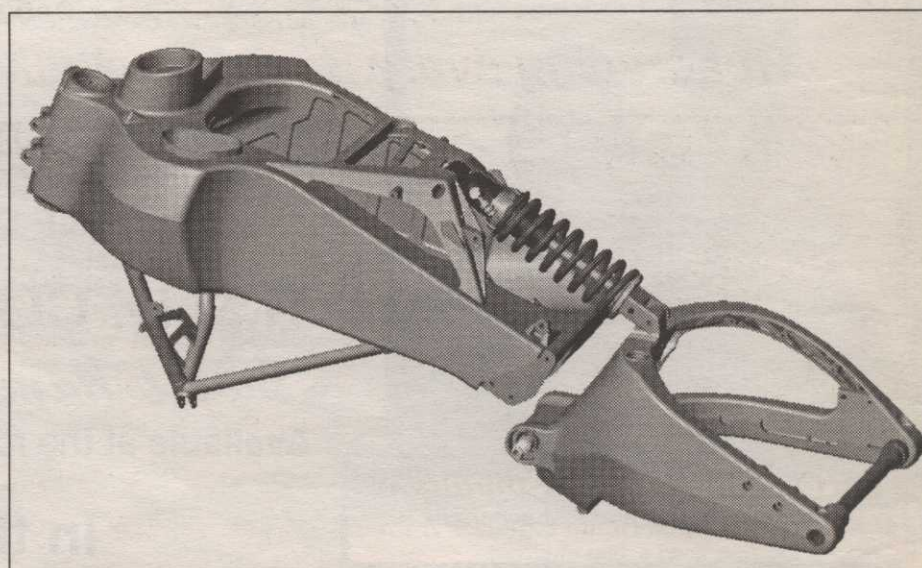
Styling played a very large part in the V-Rod design process. Willie G. Davidson and Director of Styling Louis Netz spent months in a secret section of Harley's Product Development Center working on the styling of the frame, the upper frame side covers, the flowing 2-1-2 exhaust system, but mostly the radiator. The last thing Harley wanted to do was slap a big, black block onto the front of the company's first liquid-cooled motorcycle. One of the design priorities was to incorporate the new technology without taking away from the bike being a Harley-Davidson. The V-Rod went into the wind tunnel to find a balance between function and form and the shape of the shrouded radiator.

From there the V-Rod received its final cosmetic touches. The fenders, airbox cover (the 4.0-gallon composite fuel cell resides under the seat), radiator shrouds, wheel fenders, and frame covers are all made of anodized aluminum. The frame rails are powder-coated silver. The one-piece, clamshell instrument cluster design features indicator needles that glow red when

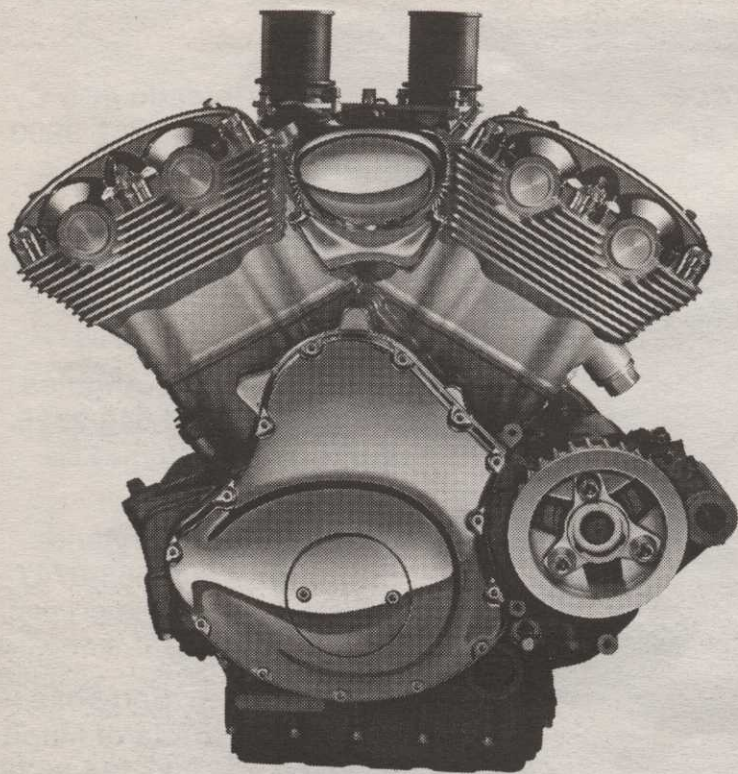
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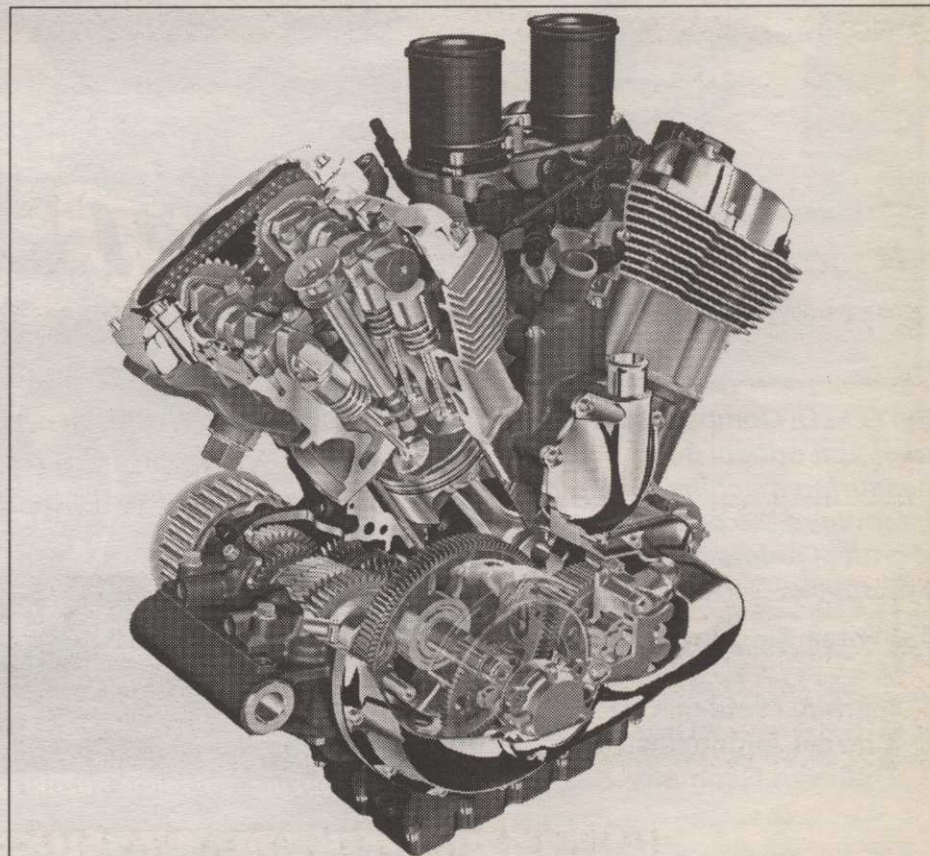
Schematic of the large, rim-mounted front brake disc used on the Buell Firebolt XB9R.



The Buell XB9R Firebolt's twin-spar aluminum-alloy frame doubles as the gas tank, while the swingarm carries the dry-sump-engine's oil.



Left-side view of Harley-Davidson V-Rod engine, with large final-drive-belt sprocket visible in front of the rear engine mount.



Cutaway of the new liquid-cooled Harley-Davidson V-Rod engine, with DOHC, four valves per cylinder and gear primary drive.



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the tachometer reaches red line or the fuel gauge reads low; 10 indicator lights are incorporated into the cluster along with a digital readout that keeps track of "Miles To Empty".

In the end, Harley-Davidson liked the final result so much that the V-Rod can only be ordered one way—there are no paint-color options. In fact, there is no paint on the motorcycle at all. The only factory option is an alarm system, but Harley officials quickly pointed out that they already have 75 different bolt-on, after-sale parts and accessories for the V-Rod, including high performance parts.

At presstime the 2002 V-Rod was slated to enter production at Harley-Davidson's Kansas City factory in August and to arrive at dealerships with a suggested retail price of between \$16,000-\$17,000 some time in October. Actual pricing may vary.

Yamaha, meanwhile, introduced the BT1100 Bulldog, an air-cooled SOHC V-Twin with a bore and stroke of 95 x 75mm for 1063cc of displacement. According to Yamaha press materials, the European-market Bulldog creates a new category, the Roadster, and is "built for the mature rider who is looking for a real alternative. Featuring an upright riding position, high-torque air-cooled V-Twin engine, high-quality cycle parts and an easy-handling character, this is a new type of rider-friendly motorcycle that delivers pure riding pleasure."

The new Yamaha produces a claimed 64 horsepower and 65 pounds-feet of torque, brochure figures which seem designed to allow the Bulldog to fit into markets with horsepower limits or insurance categories with lower rates rather than meant to reflect reality. The bike has two 37mm CV carburetors, digital electronic ignition, a five-speed transmission and shaft final drive, and is tuned for mid-range power, delivering maximum torque at 4500 rpm. Header pipes and dual mufflers are made of stainless steel. The Bulldog has a steel-tube backbone frame mated to cast aluminum swingarm pivot plates and a cast aluminum-

alloy swingarm. The wheelbase is 1530mm (60.2 inches) and seat height is 812mm (32.0 inches). Conventional 43mm forks deliver 130mm (5.1 inches) of front wheel travel while the single-shock, linkage rear suspension system delivers 113mm (4.4 inches) of rear wheel travel. Cast aluminum-alloy 17-inch five-spoke wheels carry a 120/70-ZR17 front tire and a 170/60-ZR17 rear tire, with 298mm (11.7-inch) front discs and a 267mm (10.5-inch) rear disc. The fuel tank holds 5.2 U.S. gallons, and the bike is available in a choice of three color schemes, metallic purple/blue, metallic silver, or black.

Honda displayed a concept bike at Laguna Seca during the combined World Superbike/AMA Superbike weekend, and issued a press release calling the bike "the New American Sports" and describing it as being an "innovative exercise in design and styling" which "takes direct aim at the over-arching theme that motivates the majority of motorcyclists everywhere: Gorgeous hardware."

The Honda release quotes Honda R&D Americas Project Director Martin Manchester as saying "This concept bike takes a new direction in motorcycling, a path that emphasizes the aesthetics in the execution and creation of a sportbike. Performance always takes a high profile in motorcycling, but we were looking to reinforce the emotional attachment that owners have with their bikes. We achieved that goal by placing a major emphasis on the exposed hardware on this machine, dressing it up rather than concealing it behind bodywork. We applied a great deal of forward-looking technology plus distinctive styling touches throughout, and lavished a huge amount of detail work on this bike. Because every bit of hardware on this machine has been designed for aesthetic appeal, the New American Sports purposely transcends the compromises typically dictated by production, function and cost issues."

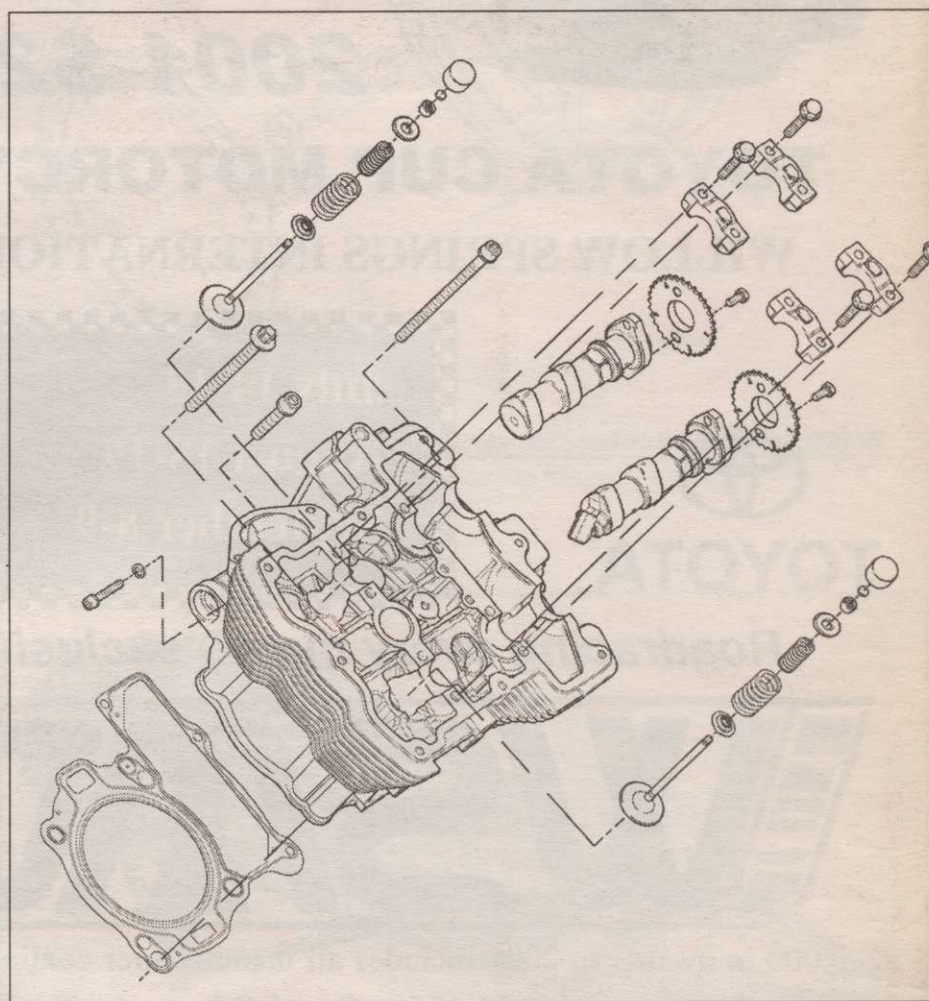
The Honda concept bike features "a carbon fiber/aluminum mono-arm front suspension with a massive steering head and integrated steering damper...organically shaped billet wheels...aluminum frame...single floating rim-mounted front brake" and the radiator is mounted in the tailsection. The NAS also features a single-sided swingarm, carbon-fiber bodywork and four projector-beam headlights.

Kawasaki has announced another addition to the growing motorcycle class known as performance cruiser or performance cus-

tom. The 2002-model Kawasaki Vulcan 1500 Mean Streak is a modified version of the existing Vulcan and is aimed at buyers who want more performance from their cruiser. The Mean Streak's engine makes a claimed 10 percent more power thanks to larger intake and exhaust ports as well as larger fuel-injection throttle bodies. The new bike also receives redesigned cylin-

beginning of September. According to Steve Rice in Kawasaki Media Relations, the release date for the Vulcan Mean Streak was pushed forward due to the "situation in the marketplace. The market is really ripe right now for this kind of bike," said Rice.

No Problem Raceway is a new road course/drag strip now open in Belle Rose, Louisiana. The new course is 1.8 miles in



The valve train of the DOHC, four-valves-per-cylinder Harley-Davidson V-Rod. DOHC layout is chain-driven. If this was any other brand of engine, the design would be unremarkable. The fact that Harley-Davidson has introduced a modern engine is big news.



The Kawasaki Vulcan 1500 Mean Streak, another performance cruiser with shaft drive and long, low, lean styling.



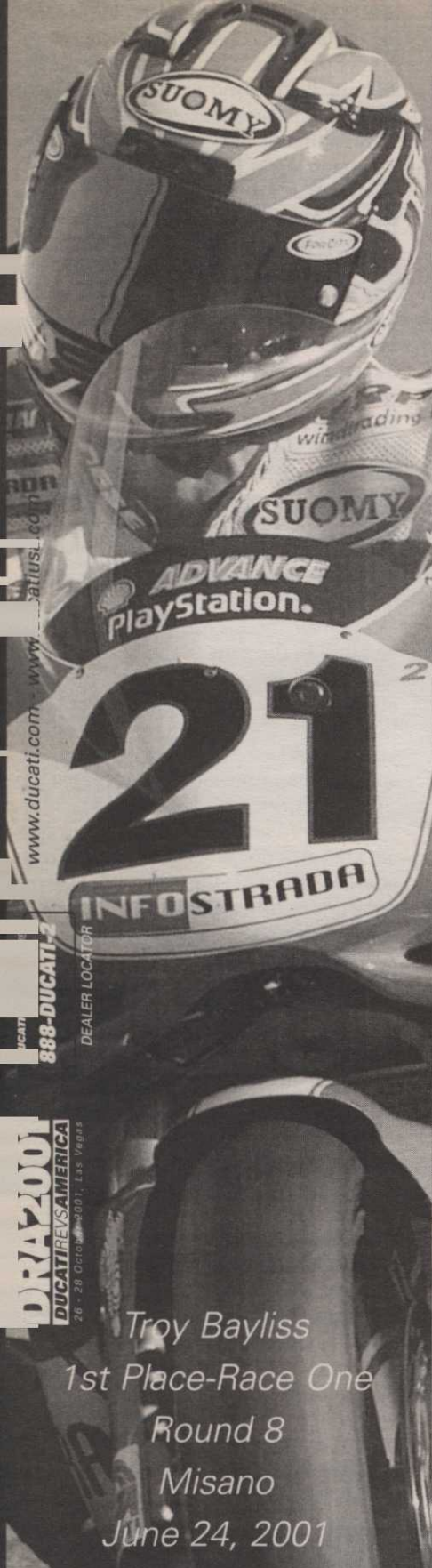
The Honda NAS concept bike, as seen on display at Laguna Seca. Note rim-mounted front brake disc, which may violate Buell patents.

Photo by Julian Macedo.

der heads, camshafts and pistons for its SOHC 1470cc V-Twin powerplant. The Mean Streak's chassis was also improved for extra performance including revised geometry for better handling, rebound-damping-adjustable rear shocks, an upside-down cartridge-type front fork, a more upright seating position with drag-style bars, dual disc brakes with six-piston calipers from the ZX-9R, and cast aluminum 17-inch wheels shod with 130-section front and 170-section rear radial tires. Claimed dry weight for the Mean Street is 637 pounds dry with a suggested retail price of \$10,999, and the bike should be available at the

length with a 2000-foot straightaway and 15-turns, two of which are banked 10 degrees. Members of Texas-based road racing clubs CMRA (a CCS affiliate) and RPM (a WERA affiliate) have sent representatives to inspect No Problem Raceway as a possible venue for their organizations. Both came away saying that the track had some safety concerns for motorcyclists, particularly with drag strip retaining walls where the road course joins the drag strip. According to members of the inspection parties, No Problem Raceway has agreed to tem-

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Troy Bayliss
1st Place-Race One
Round 8
Misano
June 24, 2001



Ben Bostrom
1st Place-Race Two
Round 8
Misano
June 24, 2001



Ben Bostrom
1st Place-Race One
Round 9
Laguna Seca
July 8, 2001



Ben Bostrom
1st Place-Race Two
Round 9
Laguna Seca
July 8, 2001

DUCATI, TROY, AND BEN: WINNING AGAIN & AGAIN & AGAIN & AGAIN!

Ducati congratulates Troy Bayliss and Ben Bostrom for winning the last four consecutive World Superbike races. Following Bostrom's triumphant double wins at Laguna Seca, Ducati riders have now won a total of 9 races in their quest for the 2001 World Superbike



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DUCATI 

continued from page 12

porarily move those retaining walls for motorcycle road racing events. RPM has scheduled a date to race at the new track this coming September 14-16. For more information on the new track, located near Interstate 10 between New Orleans and Baton Rouge, Louisiana including photos of the track and layout diagrams, go to www.noproblemraceway.com.

In other news, Fox Sports, already a share-

holder in Speedvision, is in the process of buying out other partners in the network to obtain a controlling interest. There has been wide speculation as to what will then happen to the motorcycle portion of the network's programming. Some say that Speedvision will become the NASCAR Network; others hope that Speedvision, and its motorcycle programming, will remain untouched. The July 2 issue of Autoweek magazine reported on the purchase as follows, and referred to Fox Sports Chairman David Hill: "As for Hill, he said he will be working on the 'evolution of Speedvision into a NASCAR channel.' Fox recently agreed to purchase Speedvision in a deal that closes in August. 'We're looking at various program grids with more NASCAR materials,' Hill said. 'We'd like to get all the changes done by February, but that may be a bit optimistic.' Hill would not rule out a name change for the network, although he noted Speedvision

has a strong brand equity."

Roadracing World called Dan Murphy, President of Speedvision Productions, to get his take on Hill's comments. Speaking from his Denver, Colorado office, Murphy said, "I'm not completely sure that Mr. Hill was quoted correctly, but I don't think that Fox would have let us sign off on the deal to air the 2002 Daytona 200 live if they planned on completely shutting motorcycle programming off and turning it into a NASCAR-only channel." When asked if he felt that the amount of motorcycle programming on Speedvision would change, Murphy said, "It's too early to tell. The sale of the network isn't even finished yet." Murphy said that once the sale is complete, Hill will be the man who sits down and makes programming decisions. Asked if he would be one of the people able to provide input to the decision-making process for the new programming schedule, Murphy said, "I'd

like to think I would, but Hill will be making the decisions." Roadracing World readers who would like to comment on the situation can send an e-mail to David Hill, c/o feedback@foxsports.com. A petition opposing the elimination of other programming in favor of making Speedvision a NASCAR channel appears on the internet at www.petitiononline.com/svsn/

Immediately after the Loudon debacle reported on in last month's issue, the AMA hired former Honda and Kawasaki Racing Manager Gary Mathers as Superbike Operations Manager for the AMA Chevy Trucks U.S. Superbike Championship, placing Mathers in between controversial Director of Professional Racing Merrill Vanderslice and Ron Barrick (formerly known as the Superbike Operations Manager) in the chain of command. According to an AMA Pro Racing press release, "Mathers' responsibilities will encompass the planning, budgeting and field operations for all AMA Pro Racing road-race events. More specifically, the Operations Manager attends each event, and directs the activities of all AMA operations staff, including full-time, part-time and volunteer staff, plus local labor hired for the event. Mathers' responsibilities also include interfacing with racing teams, track operators and promoters to ensure the smooth operation of each event." The long-term fate of Vanderslice and Barrick was not known at presstime. Meanwhile, long-time Director of AMA Sports Hugh Fleming is the process of leaving his post with AMA's amateur operations and will work full-time for AMA Pro Racing by the start of the new year, with a yet-to-be-determined title.

According to Bill Amick, AMA Vice President, Events and Entertainment, "Hugh has been a member of the AMA Sports staff for almost 25 years and is currently Director of AMA Sports. He is responsible for our amateur and pro-am competition programs and reports to me as Vice President of Events and Entertainment. There is no connection between AMA Sports and AMA Pro Racing. Earlier this year, we essentially loaned Hugh to AMA Pro Racing on a part-time basis to assist with several projects, including deployment of Air Fence. AMA Pro Racing subsequently offered Hugh a position which he has accepted. His transfer from AMA Sports to AMA Pro Racing is being phased in through the end of the year, so he is essentially working for both AMA Sports and AMA Pro Racing until January 1, when he will begin to focus on his AMA Pro Racing duties. Hugh has been and is a hard-working and dedicated employee, he'll be missed by AMA Sports, and everyone in AMA Events And Entertainment wishes him well in his new role for AMA Pro Racing. I have no doubt he'll do a good job for them." Amick added that he is looking for a replacement for Fleming.

In other association news, Jack Turner will resign as Executive Director of the American Historic Racing Motorcycle Association (AHRMA) when his current contract expires in October, according to a press release issued by AHRMA. The release said that Turner, who "was hired as Executive Director of the 5000-member organization in August 1999 after serving as director of AHRMA's national road racing program since 1991," is resigning for "personal reasons."

A full 120 feet of Air Fence Bike non-portable soft barrier purchased by the Roadracing World Air Fence Fund has been assembled and is ready for installation at Texas World Speedway for use during CMRA/CCS and RPM/WERA races at the College Station, Texas racetrack. To date, the fund has already paid \$104,000 toward 35 new 30-foot sections of portable Air Fence and Air Module for use by AMA Pro Racing as well as spending \$11,000 on the 20 6.5-foot sections of Air Fence Bike for use at



Two views of the Yamaha BT1100 Bulldog, a steel-frame, air-cooled V-Twin streetbike tuned for torque and designed to deliver an upright seating position. Claimed dry weight is 506 pounds.



Texas World Speedway. Another \$30,000 has been allocated for 10 sections (300 feet) of portable Air Fence for use at Formula USA and CCS races. For more information on the Roadracing World Air Fence fund, see www.roadracingworld.com.

Racer John Hopkins, 18, tested two Red Bull Yamaha YZR500 racebikes at Brno in the Czech Republic on July 11-12, following the World Superbike/AMA Superbike weekend at Laguna Seca. According

to Red Bull Yamaha WCM Director of Racing Peter Clifford, Hopkins did well during the tests. Clifford said that the YZR500s were initially set-up to match the bike ridden by Hopkins during a similar test last year. "He started with it virtually the same as last year," Clifford said, "except for a slight difference in the forks. Since then we've been having him try some things that Hamish (Jamieson) knows are better just by our having another year of working with

the bike. We're letting him try things and his comments have all been very logical and in line in what Hamish expected. I think if you look in terms of the general way he rides, he does really, really well. If all you looked at was the lap times you wouldn't be stunned, because the way he goes about things is not to leap on it and break the lap record. It's the way he moves on in periods two, three and four that are impressive. We don't expect him to be blindingly fast right now. He's doing well."

California teen Hopkins was ecstatic after his second day of testing with Red Bull Yamaha. "Really, really excited, unbelievably happy with the results and the lap times," said Hopkins when asked how he felt about his second day of testing. Hopkins said that the team had been sending him out for five-lap stints between bike adjustments, but at the end of the second day put on fresh tires and sent him out for 12 consecutive laps, or about half race-distance. "I got into the 4s," Hopkins said. "I felt really comfortable doing it. All 12 laps, though the race distance is 22 laps. Every lap was in the 4s, identical to (Garry) McCoy's race pace last year when he finished third. (Shinya) Nakano was following me at the end and couldn't get past. My best lap was a 2:04.3."

Following Hopkins' second day on the bike, Clifford said "He did 12 laps, a good half race. John got down to mid 4s and did a lot of 4s. Last year (in the race) Garry and Valentino (Rossi) were in the 3s early-on and then drifted into the mid-4s. So yeah, he was good. Of course, you can convince yourself of anything, that he's already a GP winner, but today the other people out there, (Alex) Barros and (Loris) Capirossi, were in the 1s.

"I don't just look at individual lap times," continued Clifford. "What's more impressive is that he is smooth and consistent, and just reels off the laps. And his feedback is good, he's progressed with the motorcycle as we've adjusted it, and all his comments make sense." At last year's Czech Grand Prix, winner Max Biaggi qualified on pole at 2:01.291 and turned the fastest lap of the race at 2:02.854. McCoy qualified the Red Bull Yamaha third-fastest at 2:01.936 and finished third after battling with Rossi, who qualified fourth at 2:02.096. Hopkins may test with the Red Bull team again following the Portuguese Grand Prix at Estoril in early September.

Eric Bostrom has signed a personal use and endorsement contract with Red Bull North America for the remainder of the 2001 racing season. The sponsorship saw Bostrom sporting a new, custom-painted Red Bull helmet starting at Laguna Seca.

EMAP, a British media company, has sold its United States magazine group (formerly Peterson Publishing) to New York-based Primedia, Inc. for \$515 million. Included in Primedia's newly expanded collection of magazines are Motorcyclist and Sport Rider.

Piaggio Holding SpA bought 20 percent of MV Agusta SpA in a July 24 agreement which may eventually lead to MV Agusta being integrated into Piaggio. Piaggio, which is controlled by Morgan Grenfell Private Equity, recently bought Derbi. MV Agusta built 23,000 motorcycles in 2000, with sales of 240 billion Lire (\$10,848,074). Piaggio sold 480,000 vehicles under the Piaggio, Vespa and Gilera brand names in 2000, worth 2006 billion Lire (\$93,112,634). According to a press release issued by

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John Hopkins with two works YZR500 racebikes, his girlfriend, and the Red Bull Yamaha WCM crew at Brno, Czech Republic. What else could an American teenager want?

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Data Acquisition 101

By James Siddall

Data Acquisition is nothing more than a tool. A fairly sophisticated tool, but only a tool. In and of itself it will not make a racer or a racebike go any faster. The wealth of information a data acquisition system makes available may, however, help a racer make better estimations of the current performance of a racebike. Armed with this information, a racer can make better changes to engine and chassis settings, and turn faster laps as a result.

Nuts and Volts

The basic function of a data acquisition system on a racing vehicle, is to record the inputs from a variety of sensors. This information is then plotted versus either time or distance on a graph generated by the software used with the system. The sensor input is delivered to the data box in the form of a voltage. The various sensors on the motorcycle operate on a simple principle. As you move a sensor through its range of operation, it returns a voltage between zero and five volts, in the case of most systems. This voltage output is what we read and plot as lines on our graphs.

For example, a linear potentiometer can be used to track suspension movement. This sensor may return a voltage of zero when fully compressed, and five volts when fully extended. By recording this output voltage each time its channel is sampled, the software collects a data point which it will later use to generate a graph. Sensors which work on this principle of providing a variable, analog output voltage are often referred to as "analog" sensors, and the channels on the data system which are used to accommodate them as "analog channels".

Some of the other sensors in the system will work on a digital input. These sensors must be able to deliver a go/no-go type of signal, on or off, with no sliding scale like the analog sen-

sors. Wheel speed is typically measured in this manner, with a magnet in the wheel passing by a pickup triggering a signal. The computer uses the frequency of these pulses in conjunction with the size of the wheel (information which is input into the system software) to determine wheel speed.

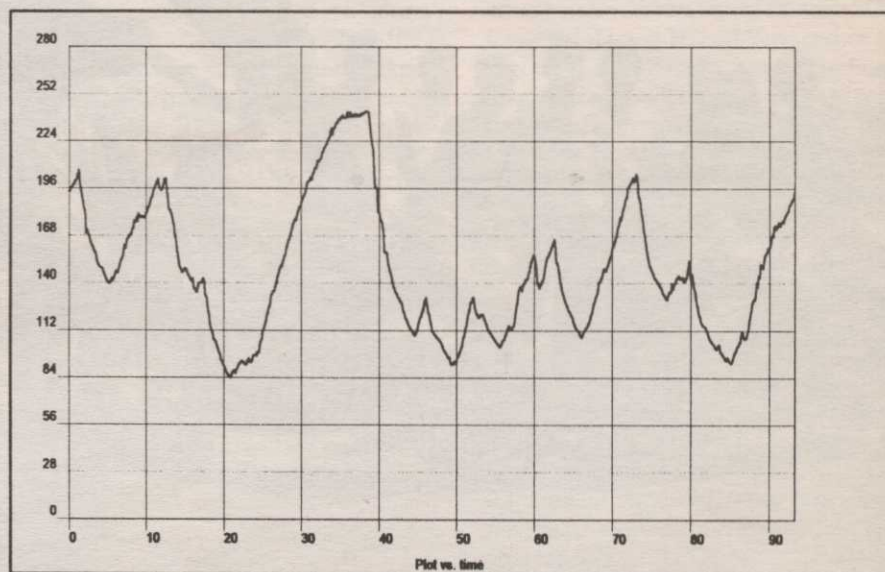
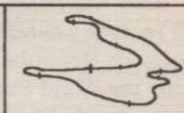
Another important fundamental principal in data measurement is the sampling rate. The recorder will sample each of the channels at a given rate. The faster the sampling rate, or the more often the channel is sampled, the more accurate the picture of what is going on. Some channels will require a higher sample rate than others to be effective. Sampling rates are measured in hertz, or number of samples per second. A channel which fluctuates very little, or very slowly, something like water temperature for example, will tolerate a very slow sampling rate, two hertz in this case. At the other end of the spectrum, things like suspension travel require very rapid sampling rates, 50 hertz minimum, preferably 100, 200 or even 250 hertz. Exhaust gas temp should be sampled at 50 to 100 hertz, throttle position at 20 hertz, wheelspeed and rpm at 20 to 50 hertz.

The catch here is that a very rapid sampling rate will collect a lot of information, which will require a lot of memory to store it. The amount of memory is often one of the areas in which a low-priced system will differ from a high-priced system. A low-memory system will fill its capacity more quickly than a system with more memory, limiting the length of recording time possible while using high sampling rates on multiple channels. But many systems are upgradable, allowing more memory to be added on later.

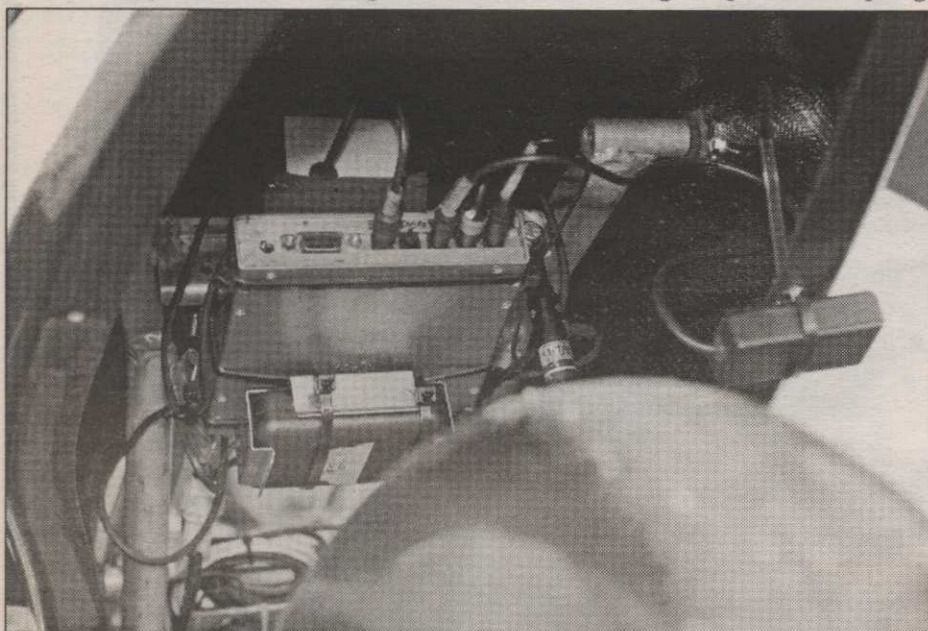
When shopping for a system, you will probably find 1 megabyte of memory as industry standard for an entry-level system. This will provide about 25 minutes of recording with all sensors recording at optimal sampling

AIM DRACK - Racing Data Acquisition System

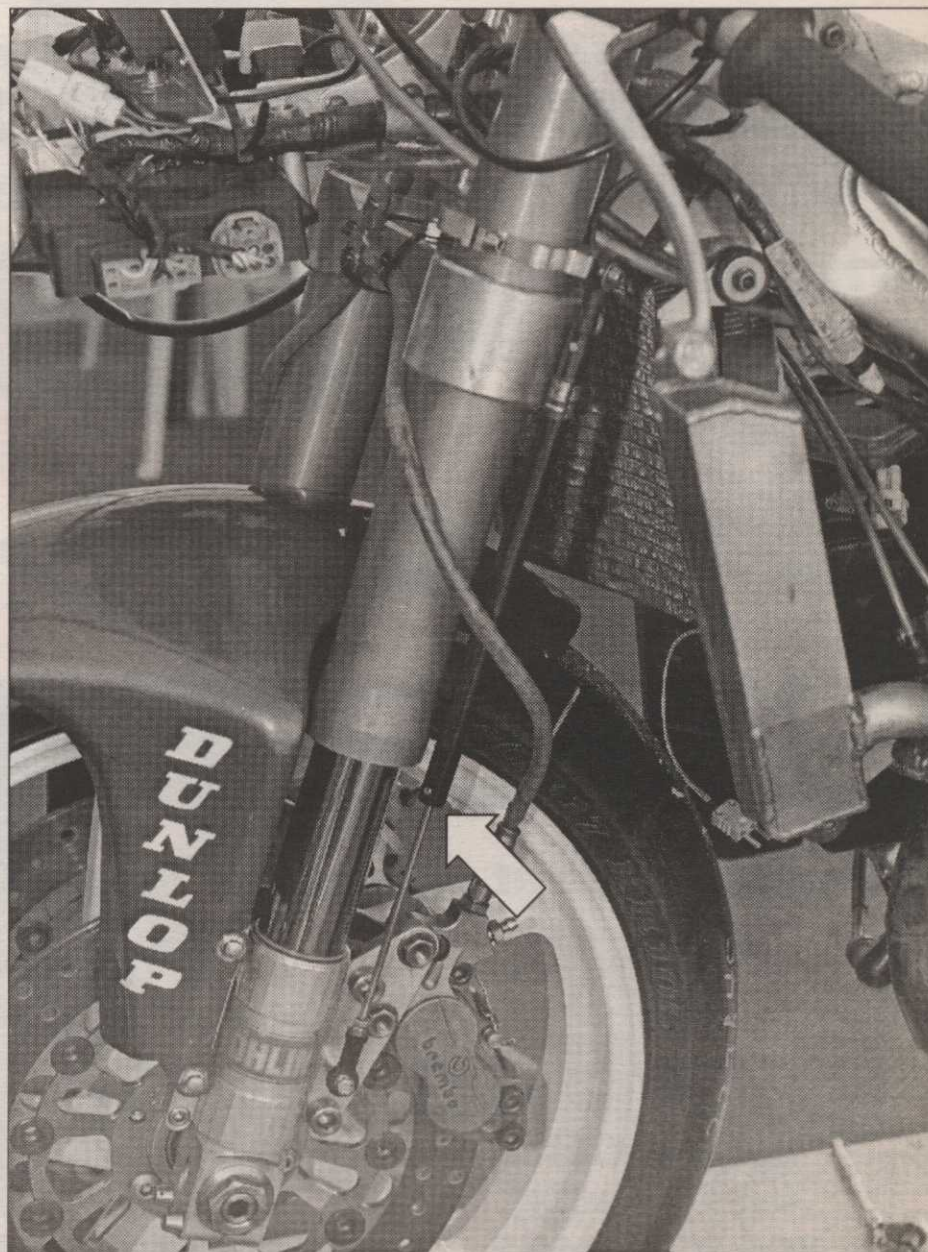
Date: 16-07-00 13:24:16
Track: Mid Ohio
Vehicle: 00 TZ 250
Driver: Chris Ulrich
Data: Test:Sun Race Ohio; Lap:16; 01.33.249; Speed #1 (0,280) Km/h
Note:



Graph A: Speed versus time for a lap (lap 16) made by Chris Ulrich during the AMA 250cc Grand Prix race at Mid-Ohio, 2000. The graph line starts and ends at the point on the track where the data acquisition system beacon is set up, or, in this case, on the front straightaway.



View of a Drack data acquisition system black box, positioned underneath the seat on a Yamaha TZ250 racebike. Photo by Brian J. Nelson.



A Yamaha TZ250 front end, fitted with a linear potentiometer to measure suspension travel. Photo by Brian J. Nelson.

rates. You should probably consider one megabyte as a minimum requirement for memory. If you race or test with relatively short practice sessions, a memory that fills up quickly will not be too much of a handicap. The

Drack system, like many others, provides an estimation of fill time based on the selection of sampling rates when the logger's channels are configured for use. This allows the sampling rates to be tailored around the length of prac-

tice sessions if necessary.

Typical Installation

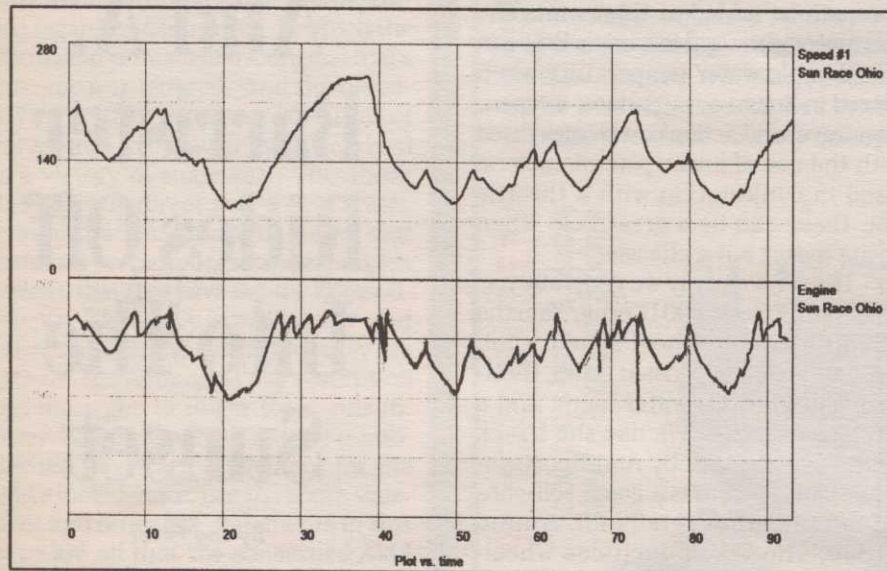
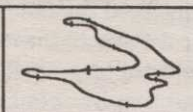
Wheel speed is the most important

function on the data system. Most of the functions of the data box are based on wheel speed, and many systems will

continued on page 18

AIM DRACK - Racing Data Acquisition System

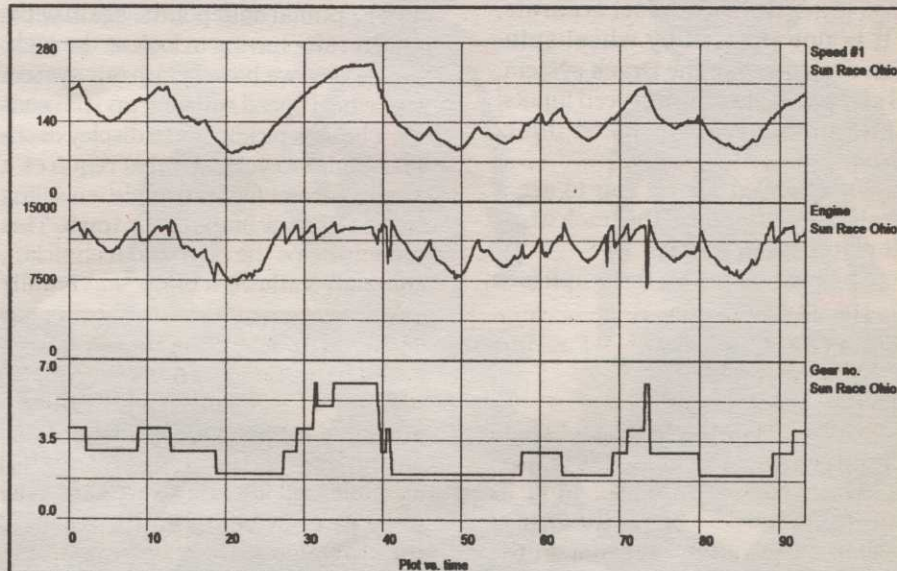
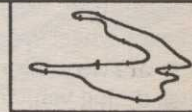
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Data: Test:Sun Race Ohio; Lap:16; 01.33.249; Speed #1 (0,280) Km/h
Note: Test:Sun Race Ohio; Lap:16; 01.33.249; Engine (0,15000) rpm



Graph B: A data acquisition system comparison of road speed (upper graph line) versus engine rpm (lower graph line) on Chris Ulrich's 16th race lap at Mid-Ohio last year. The lap time was 1:33.249.

AIM DRACK - Racing Data Acquisition System

Date: 16-07-00 13:24:16
Track: Mid Ohio
Vehicle: 00 TZ 250
Driver: Chris Ulrich
Data: Test:Sun Race Ohio; Lap:16; 01.33.249; Speed #1 (0,280) Km/h
Test:Sun Race Ohio; Lap:16; 01.33.249; Engine (0,15000) rpm
Test:Sun Race Ohio; Lap:16; 01.33.249; Gear no. (0,0,7,0)
Note:



Graph C: A data acquisition system comparison of road speed (upper graph line) versus engine rpm (middle graph line) versus selected gear (lower graph line) on Chris Ulrich's 16th race lap at Mid-Ohio, 2000.



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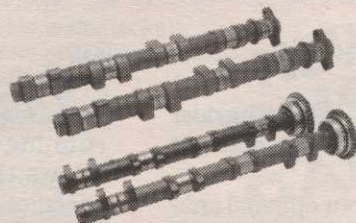
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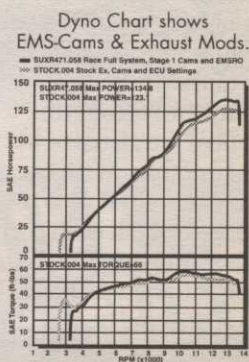
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not function without it. As we will see later, wheel speed is also one of the most important channels for analysis of information, as any change which increases wheel speed means the bike has gone faster. This is usually the goal with a racing vehicle.

If you had only one channel, this would be the one. Most systems will run two wheel-speed sensors, for front and rear wheel speed. Front wheel speed is generally the most accurate, as it is not affected by wheel spin. Some systems, like the Drack system, will average the two wheel speed inputs, to give more accurate speed information.

Wheel speed allows you to see a visual representation of the track when you plot a speed graph.

The high points on the graph (see

late the difference between rpm and wheel speed, the software can also plot gear position, showing what gear is being used in any corner or straight (see Graph C).

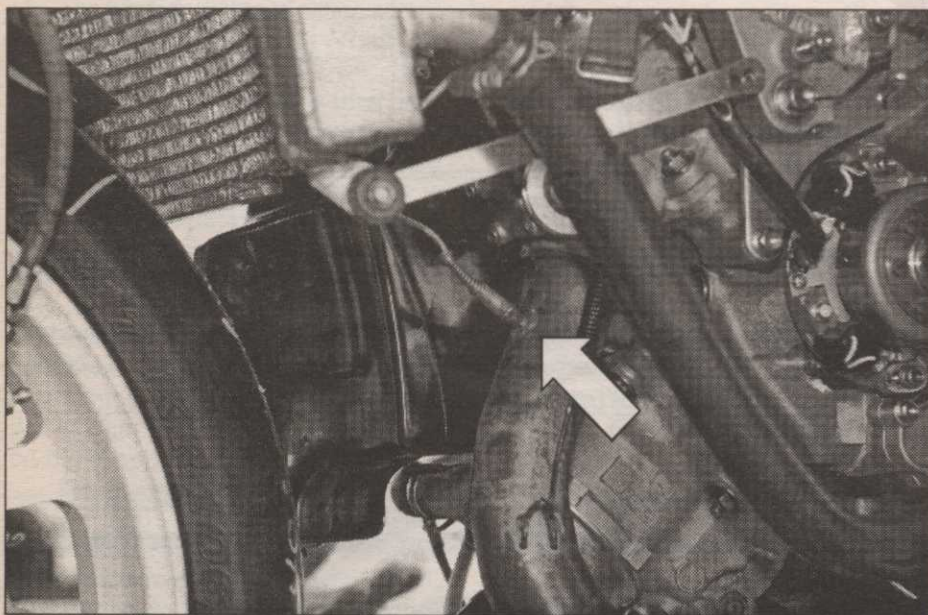
Most all systems will incorporate a beacon and a display channel. The system will pick up a trigger from a trackside beacon, and divide laps based on this. The bonus is that the system can display this information to the rider by a lap timer dashboard. Many systems, like the Drack, also have a shift light function, which will flash when the rider reaches a preset rpm, indicating optimal shift points, again without the rider having to look at the tach.

So now we have set up our system with wheel speed sensors, an rpm sensor, a beacon pickup and a display dashboard. Motorcycle use also requires a gyro to correct for lean angle, enabling the box to draw maps of the track. This not only helps the rider and technician, but it also allows a rider to visually

open the throttle, if it feels bad, he won't, real simple. For tuning the chassis particularly, a TPS is invaluable. If you make a change to the chassis, and you look at a plot of throttle position, and it shows the rider opened the gas earlier, or held it on longer, then he probably liked the change. The easiest way for a rider to improve a lap time is to hold the gas on for longer. A chassis that inspires confidence will allow the rider to do this. Your choice of sensors should be influenced by your goals; if engine tuning is your priority, then exhaust gas temperature (EGT) sensors can be added at this point. The thermocouples used to sample EGT can also sample water temperature when placed in line in a water hose. Suspension travel and action can be measured with the use of linear potentiometers. Used in conjunction with a throttle pot, these can be a great help when trying to sort out a chassis.

The sensor array we generally use on Jimmy Filice's 2001 Corbin Yamaha TZ250 includes wheel speed, rpm, front and rear suspension travel, throttle position, EGT, water temp, and a lap timer circuit. We use the Drack brand system sold by Aim Sportsystems. This system is a good, self-contained unit that retails for around \$1800. The set-up includes wheel-speed and rpm sensors, lap-timer beacon and display dash, with shift light, as well as a gyro. Software and download cable are also included. Additional sensors are available including EGT, throttle pots, and linear pots for measuring suspension travel.

For us the system has been an invaluable aid for helping riders sort engine and chassis set-ups, giving valuable numbers to help analyze performance in what is always a limited amount of practice time. Collection of such a detailed database allows us to compare performance of a specific aspect of a motorcycle at a given track relative to the previous year's

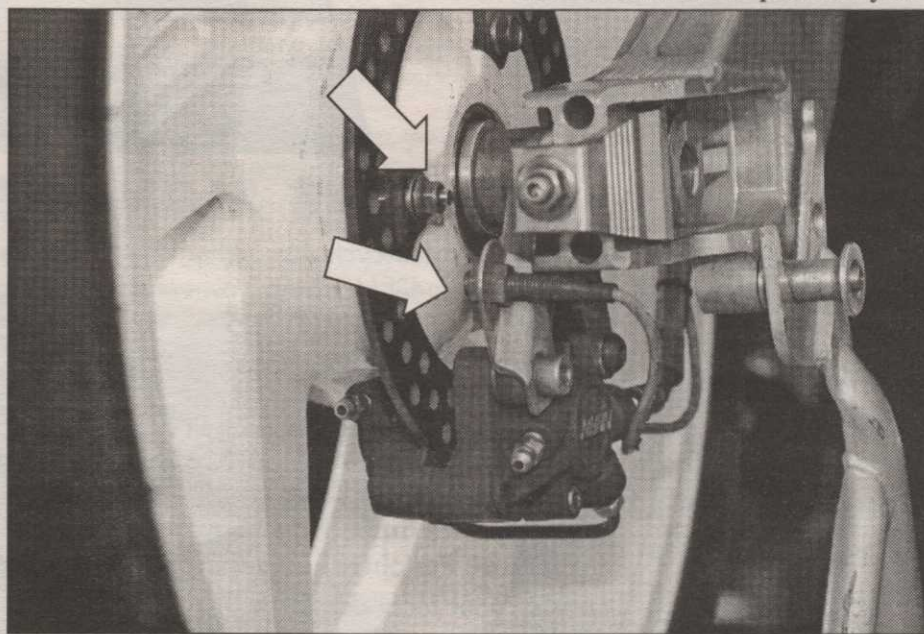


Here, an exhaust gas temperature probe can be seen fitted into a TZ250 expansion-chamber head pipe. Photo by Brian J. Nelson.

Graph A) represent the fastest parts of the track, and the low points the slowest. The graph will begin and end at the point where the system beacon is set up. Knowing this and where the fastest point on the track is, one can fairly easily figure which turn is which based on the speed information. Remember, the bottom of the valleys will represent the lowest speeds in a given corner. This example shows one of Chris Ulrich's race laps from Mid-Ohio 2000 where he finished third in the AMA 250cc Grand Prix race.

The next most likely channel to be utilized is the rpm sensor. Engine speed can be measured in a number of ways, either with a digital sensor picking up a magnet installed on the crankshaft, or with an inductive sensor clipped to a coil high-tension wire. Some systems use a voltage pickup attached to one of the 12-volt coil wires, but I like to stay away from this to prevent any potential interference with ignition system function. With the rpm channel enabled it's possible to see what rpm the rider is using in each corner, as well as on the straights. This is the same speed graph with rpm overlayed (see Graph B).

This can be a tremendous help in sorting out gearing, both internal and final drive. The rpm plot will also show rpm in places where the rider is too busy to look at the tach. With the use of math channels which calcu-



A rear-wheel speed sensor set, consisting of a magnet (seen mounted on the disc) and a pickup with wire leading to the data acquisition system. Photo by Brian J. Nelson.

compare section times, to help the rider figure out where he or she is or is not making time.

This brings us to our optional analog channels. One of the first ones I would install is the throttle position sensor, or TPS. This sensor gives the best indication of how the rider feels about the bike. If it feels good, he will

performance. It has also helped when running more than one rider, as it allows the mechanics to compare specifics, and allows us to go two different directions with engine settings and still be able to effectively analyze the results, often coming up with an improvement which can benefit both riders. **RW**

FIRST PERSON/ OPINION: EDMONDSON VS. THE AMA

Justice Is Done, And A. Barrister Rides Off Into The Sunset

By Joe Facer

Stick a fork in it, the Edmondson Vs. The AMA affair is done. And after almost a decade, its conclusion comes none too soon. The actions leading up to the lawsuit, the lawsuit itself, and the subsequent appeal have consumed much of Roger Edmondson's life for almost a decade. They also have consumed multiple millions of dollars of AMA members' money, and way too much time and effort on the part of AMA officials; time and effort that would have been better spent on Association business. They have also consumed significant amounts of my time and energy, resources that I would rather have spent writing about motorcycle racing and motorcycle technology. Finally, they have consumed the time and efforts of A. Barrister, the noted joint venture attorney who has been advising us on the sly in these matters. But regardless, the Edmondson Vs. The AMA affair is finally over.

Let's take a look at the last chapter of the story and see what knowledge we can salvage to take forward into the future. (For those who are unfamiliar with the particulars of the case, a number of articles concerning the matter available are at www.roadracingworld.com. In print issues, see specifically the January 2000 issue and the April 2001 issues.)

The last chapter of the Edmondson Vs. the AMA affair is "An Open Letter to AMA Members", a letter from the Chairman of the AMA Board of Trustees to AMA members that appeared in the letters section of the August issue of the AMA magazine, American Motorcyclist. The letter announced the settlement of the Edmondson lawsuit to the AMA members, and it offered some explanation of the genesis of the settlement at this late date. It also offers new material (from the AMA) in explanation of the origin of the lawsuit, and finally, it offers justification of the AMA's conduct during the years prior to and the days leading up to the settlement. As per my original article on the Edmondson affair; "On the surface this information seems relatively straight-

forward, but there is always a wealth of information available when such things are interpreted in the light of knowledge and experience." Let's review parts of that letter in that light.

"In other words, the new trial was not going to be about whether we owed Mr. Edmondson anything, but about how much we owed him."

This is a marked turnabout from the AMA's prior position in which the verdict and award from the original trial were only temporary matters, to be set right in the appeal. It is also a marked turnabout from the AMA's position regarding the appeal, in which the affirmation of much of the original trial's outcome was ignored, and the necessity to rehear the determination of the amount of the award was heralded as a victory of some sort. The above statement is direct and without spin or qualification. The AMA states that there are no more legal avenues open to them, that they have lost the Edmondson Vs. The AMA lawsuit now and forever, and by the rule of law, they are at fault. The AMA must pay restitution and damages to Roger Edmondson. Roger Edmondson will receive a substantial monetary settlement for the AMA's malfeasance. But the above statement and other like statements in this letter are all that the concerned AMA members will have to show in settlement of the lawsuit.

Understand that the AMA is an association or entity made up of a charter, officers, and employees. The decisions to embark upon and proceed with the actions that led to the Edmondson Vs. The AMA lawsuit were made by officers of the Association, acting as an administrative body, and were based, in part, on the advice of others working for the Association. The administrative body still exists, but some of those individuals who were part of those decisions are long gone. The AMA's actions were a shared responsibility of the officers and employees and they are shielded in part due to the structure and limitations of the Association and the law, and by the fact that this is considered a civil rather than a criminal matter. Furthermore, the AMA is an ongoing concern, with continuing responsibilities to members and employees and those doing business with the AMA. It serves no good purpose in regard to AMA members to further disrupt the operations of the AMA over this matter. It would not be in the best interests of the association for any of the officers or employees to further prolong discussion of the matter. The matter is closed as far as the AMA is concerned. Roger Edmondson was the individual who was directly wronged and he has negotiated a settlement and accepted that the matter is closed as part of that settlement. The membership was indirectly wronged and they unfortunately have no practical recourse to recover the moneys or resources wasted. The matter is closed to them also. A perfect and complete closure of the affair with all of the guilty and only the guilty penalized, and a complete restitution being made to all of the wronged individuals would be nice, but it is rarely achieved in real life. The sting, anger, and annoyance remaining should serve nicely to motivate the continued monitoring and oversight of the AMA by the members.

Finally, pursuant to North Car-

continued on page 45

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Early in the AMA Superbike race at Laguna Seca, Jamie Hacking (92) led Aaron Yates (20), Miguel Duhamel (17), Nicky Hayden and Eric Bostrom (32). Photo by Brian J. Nelson.

Eric Bostrom Wins Second In A Row

By Bob Dragich and David Swarts

Kawasaki's Eric Bostrom won his second AMA Superbike race in a row at Laguna Seca, on Saturday of the combined AMA/World Superbike weekend. Following his narrow victory over Yoshimura Suzuki's Mat Mladin at Loudon, Bostrom came from fifth to take the win over Honda's Miguel Duhamel, with reigning Superbike Champion and current points leader Mladin in third. With Bostrom eating away at Mladin's points lead, now trailing him by just 24 points, a question could be made as to whether the Mladin/Yoshimura hold on the Superbike series is at an end. The fact is that it probably isn't; once again, Mladin got the pole, and despite running into serious mechanical difficulties in the race, he still finished third.

Fourth-place qualifier Nicky Hayden was less-than-impressed with his own performance during the qualifying session. "Actually, I got lucky, really. I pretty much sucked the whole session until the last lap. Eric came by me and I got a tow off him. I've been having a lot of problems and I took some chances and rode really hard, trying to get in a pretty good lap. My bike quit right when I went across start/finish line, I don't know what happened. I was mad afterwards. I thought I wasn't going to be on the front row. Finally I caught a little bit of a break. If my bike would have broke 100 yards earlier, I'd have qualified 11th or 12th. I wish I could have gotten another lap because Eric went even faster, but, really, I'm just lucky Eric came by me and gave me a tow. I wouldn't have gone that fast by myself. Something doesn't feel right with the bike going through the corners, I might go back to something I had last year."

"To tell you the truth, I wasn't even pushing it that hard," said third-fastest Jamie Hacking. "I figured we had another qualifying session tomorrow so I wasn't really hanging it out. I feel pretty comfortable with my race set-up." On



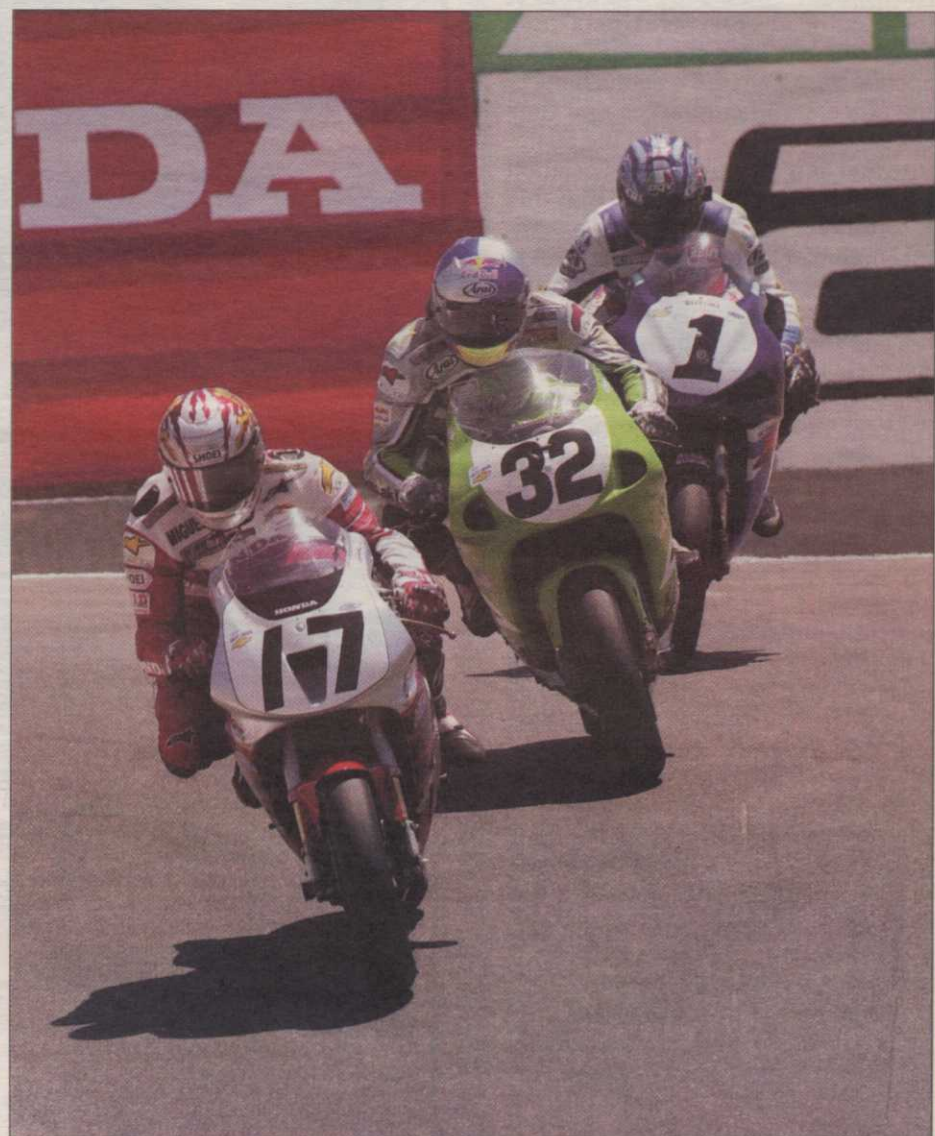
Eric Bostrom and mechanic Al Ludington, the combination that Honda sent away, now doing Superbike business for Kawasaki. Photo by Brian J. Nelson.

his qualifying tire. Hacking "got into it with one guy going up into the Corkscrew and blew that lap off and then ran at it basically with one lap. Everybody's got problems now with these lapped guys and hopefully we'll thin them out before somebody gets really hurt."

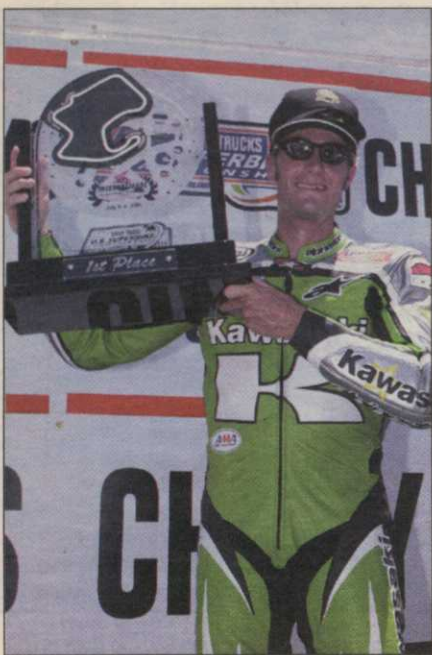
"Pretty disappointed," is how second-fastest qualifier Eric Bostrom described himself when qualifying was over. "Every good lap we had, we had traffic in our way. On our final lap, (HMC Ducati's Steve) Rapp crashed and I had to back off big coming down the hill. I lost several tenths and it turns out we're a couple hundredths off the pole. I just couldn't get a break out there. Set-up wise, we're not real happy yet. We're having problems with fork pump pretty much all around the track, on the brakes and off the brakes."

Yet another pole position makes it a perfect season in the pole-setting department for Mladin, but it was the first time he didn't break the lap record. "It's a bit weird what's happening here," said Mladin. "Three or four years ago I did a (one minute) 25.6 (second) lap here in qualifying, and

since '98 and '99 it's been impossible to get back to those times. I don't know what's going on. I don't know if the track's getting slow or anything like that. In '98 I think we ran some 26s on race tires in that race and this bike now is so much better than the one we had then and we can't figure it out. Given



The race for the win in the AMA Superbike race at Laguna Seca came down to Miguel Duhamel, Eric Bostrom and Mat Mladin. Once Bostrom figured out how to keep Duhamel behind him, it was over. Photo by Brian J. Nelson.



Eric Bostrom, Superbike winner at Laguna Seca. Photo by Brian J. Nelson.

the development and things like that of the motorcycle, 26 should be our first flying lap when we pull the bike out of the truck. For some reason it's not happening and I can't understand it. I think the track must be a little down on grip. I've never had a qualifying tire spin so much as what I had both my tires today spin. It's unbelievable."

Hacking shot into the lead off the line followed by his Yoshimura teammate Aaron Yates, Duhamel, Nicky Hayden, Bostrom and Mladin. Bostrom got ahead of Hayden on the following lap, but lost the position back to Hayden at the end of lap three, trying an inside pass and going wide in turn 11.

Hacking held the lead for the first five laps, then Yates came through on the inside of the entrance to the Corkscrew. "I was struggling with the set-up on the bike," said Hacking. "I saw my lap times and knew they weren't that great. I thought they'd come by sooner."

Mladin went from sixth to ninth on the second lap, later explaining "I lost third gear on the second lap, and had to use fourth around the track."

Yates held the lead through lap 11, pulling away from the field. At the end of the 11th lap, he had 2.445 seconds on Hacking. Then, on lap 12, Yates crashed in turn 10. The rear stepped out and snapped back violently, sending Yates at least 15 feet into the air. Yates landed right on the top of his helmet and on his left wrist, breaking the radius bone just above a plate that he already had in his arm. "The rear came around and it chucked me. I didn't feel like anything was different with the corner," said Yates.

On the next lap, Hayden crashed out in turn 11 while running in fifth. "I just got in too hot, trail-braked too long and fell off," said Hayden.

With Yates out, Hacking retook the lead. Behind him were Duhamel, Mladin and Bostrom, the top four well clear of the rest of the field. On lap 17, both Mladin and Bostrom got by Hacking. "For a while I thought I'd be able to hold them off for the whole race," said Hacking. "Then about half-race, the rear grip got bad coming off the corners and I had to back it down."

Duhamel and Bostrom started pulling away, with Mladin trying desperately to hang on. On lap 20, Mladin

ran wide in turn 11, got into the dirt just a bit and had to fight off a wobble before continuing his pursuit. For three laps in a row, Bostrom tried to take the lead from Duhamel with late-braking in turn 11, going to the inside but inevitably running wide, handing the lead back to Duhamel. On the third try, Bostrom made it work. Once he was by, Bostrom started pulling away. Within a lap, he had 1.352 seconds on Duhamel. Bostrom increased his lead in each of the four laps that remained, to 2.161 seconds. Duhamel finished second with Mladin in third. After he was passed by the top three, Hacking rode a lonely race to finish fourth.

"Out of turn six up to the Corkscrew the thing kept jumping into neutral," said Mladin. "In the end I used fourth or fifth gear up through there just because it wouldn't hold any other gear. I ended up behind Miguel and he was just a little slow in the middle of the turns and his bike accelerates good and I nearly ran into Miguel a couple of times."

larbone high-siding a quad at a picnic a week earlier, lost the feeling in his left hand sometime around the 10th lap and couldn't make a challenge on Chandler.

Tommy Hayden brought home the lone Yamaha in the top 10 in eighth place, just ahead of the Harleys of Pascal Picotte and Mike Smith. Yamaha's injured Anthony Gobert didn't ride, sitting out the Supersport race to concentrate on 600cc Supersport.

Mladin kept the points lead, with 260, but Bostrom is closing in with 236. Chandler is third with 189.

Bostrom Runs Away Again In Pro Honda Oils 600cc Supersport

In a class that's usually the most competitive of any race weekend, Eric Bostrom and his Kawasaki ZX-6R ran away from rest of the 600cc Supersport field at Laguna, on Friday. As it turned out, it was an exact replay of another unusual 600cc race, earlier



Eric Bostrom (32) immediately took control of the 600cc Supersport race at Laguna Seca, jumping out front and running away. Here, John Hopkins (21) leads the rest of the field, on the first lap. Photo by Brian J. Nelson.

"I know my entry speed is a little slow in some places," said Duhamel. "I was just relying on the Honda power to get me out of the corner and beat the guys to the next corner. I had a couple of moments—lost the front here and there."

"I was having a bit of a time figuring out if we were going to end up on our head or not," said Bostrom of the early part of the race. "When we got backed up behind Miguel, it was tough because Miguel and my speeds conflicted. Every time I'd get by the guy he'd just go flying right by. I wanted to go up there and play with (Yates) but I just couldn't do anything with Miguel. I definitely need to get off to a better jump."

The race for fifth came down to Kawasaki's Doug Chandler, and the HMC Ducati riders Andy Meklau and Rapp. Rapp held the advantage for the first half of the race, but on lap 15, just before the halfway flags were displayed, Chandler came by. In two more laps, Meklau got by Rapp and the finishing order was set: Chandler ahead of Meklau and Rapp. Chandler thought he might have been able to run with the leaders, but, "We tried to run on a softer tire, and I think that hurt us a bit." Meklau, who cracked his left col-

this year, at Road Atlanta. In both races, Bostrom disappeared and Yoshimura Suzuki's Aaron Yates and Jamie Hacking finished second and third.

Bostrom showed during the brief practice and qualifying session the previous day that he would be the man to beat. Turning a best lap at 1:28.904 during qualifying, he set a new lap record for the class and was more than a-quarter-of-a-second faster than the next-fastest qualifier, Yates. Nicky Hayden, in only his second Supersport race of the year (the other was at Daytona), was third, almost a full second down to Bostrom.

At the start of the race, Bostrom got the holeshot and took off. By the end of the first lap he was clear of the field. From there, he continued to build on his lead all except for the last few laps and took the win with a margin of 9.747 seconds.

Behind him, Hacking got a great launch off the third row and was up to third by the second turn, just behind Team Valvoline EMGO Suzuki's John Hopkins, who started from the outside of the front row. Hacking was up to second with an inside pass on Hopkins in turn 11 at the end of the first lap.

Yates was way back in fifth at

the end of the first lap, but worked his way up to third in one lap and pulled in right behind Hacking. On lap three, Yates went inside Hacking in turn five and the podium order was set.

"I didn't even think I was going to be up here, to tell you the truth," said Hacking after taking third. "It's been a terrible year for me. I haven't been above the third row all season. I've got to get it together. I can't win races from back on the fourth row. I'm not Superman."

Asked if he was working with his teammate Hacking to try to catch Bostrom, Yates said, "Around here, there's not much working together. When you really get to racing with somebody, you really get in each other's way. I kind of blew it going into the first turn. Hopkins let off and I did, too, and guys started coming by. The first couple of laps I pushed as hard as I could to get around everybody as fast as I could. Once I got up there, (Bostrom) was still pulling away from me when I had a

clear track. In the turns it felt like I was going fast, but I guess I just wasn't going fast enough. This place is so flowing and so smooth you've got to hit every spot dead on. I've got to be more aggressive on the first lap."

"I've got to thank my guys, because there's no way a rider can go out there and just do that," on his own, said Bostrom. "To go out there and actually run away from these guys is pretty special. My bike was working really great and I was really comfortable doing low 29s. I went a little slower one lap and it was a 29.0. Things were working that good. The biggest thing was traffic in the end, and when you've got a little lead it's kind of silly to take too many chances in traffic. What it takes to win this class like that is a bike that does almost everything. It's tough to make a 600 do that because they always seem to have a shortcoming somewhere. Right now we have a pretty decent handle on the thing."

Fourth-place-finisher Tommy Hayden and his Yamaha YF-R6 were fourth on the first lap, but slipped back to sixth on the following lap. Hayden

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got by Hopkins on lap five, and then found himself closing up on Anthony Gobert, who was running an amazing fourth, considering that his left wrist was still broken. Just as Tommy Hayden caught Gobert, brother Nicky Hayden caught up and the three went around lap-after-lap. "My brother, Anthony and I could have gone faster," said Tommy Hayden. "We were slowing each other down." Finally, Tommy Hayden got free. "My bike was fast, especially the last few laps. I think I was running the same lap times as the

been happy to make it onto the podium, but I got a horrible start. I didn't ride very good the first lap, but the bike was working really good. The crew worked hard to give me a good bike on short notice; they deserved better than fifth."

The only other person to get by Gobert by the end of the race would be a rallying Hopkins, and he did it with little more than two laps to go. "It took a while to get my head into it," said Hopkins. "A big group went by me (on lap five) and I started making mistakes everywhere. I was back in eighth, but when I got with Josh (Hayes), we had three seconds on ninth place. I didn't have any worries anymore of what was behind me. I got by in traf-



With Ben Bostrom already gone, Aaron Yates (20) and Jamie Hacking (2) edge away from pursuers Anthony Gobert (16), John Hopkins (21), Tommy Hayden (22), Nicky Hayden (69) and Josh Hayes (131) in the 600cc Supersport race at Laguna Seca. Photo by Brian J. Nelson.



The 750cc Supersport podium at Laguna Seca, second-place Daigoro Suzuki (left) and winner Chris Ulrich joining third-place Tony Meiring in spraying spectators with champagne. Photo by Brian J. Nelson.

clean through, and there's only so much tape you can put on it."

Bostrom extended his points lead to 163, but, by just hanging in there for the duration of the race, Gobert held on to second spot, 21 points behind.

Ulrich Wins First in Genuine Suzuki Accessories 750cc Supersport

In his sixth AMA 750cc Supersport start, Roadracingworld.com's Chris Ulrich won his first AMA National at Laguna Seca, thanks to a little luck.

In qualifying on Friday, Ulrich posted a fast time of 1:29.922 early in the session, with the same compound Metzeler race tire that he would start the race on, but crashed unhurt in the corkscrew trying to better his time. Ulrich's time, under Damon Buckmaster's 2000 class lap record, did not hold up for pole position. Corona Extra

from practice. As a result of the basis of the split and his crew's forgetting to put his transponder on in practice, Moore's teammate Vaclav "Vincent" Haskovec was forced to qualify in the slower group. Despite the next-fastest rider in his session going six seconds per lap slower (not to mention some riders going 20 seconds a lap slower), Haskovec ripped off a 1:29.429 for a his first AMA pole position and first lap record.

"It was kind of bummer for us because the speed is kind of great between the guys doing 1:50s and the guys doing 1:30s. Actually, I got pretty lucky because five laps on a race tire I got clean," said 27-year-old Czech immigrant Haskovec. "I'm third time here. So I have good knowledge of track. I like a lot because corner speed really important which is probably my strongest weapon. We had some chatter problem first session, but Jim Lin-



Start of the 750cc Supersport race at Laguna Seca, Jimmy Moore (86) leading Vince Haskovec (3), Rich Alexander (25), Ben Spies (11), Daigoro Suzuki, Tony Meiring, Chris Ulrich, David Ortega (17) and the rest of the field. Photo by Brian J. Nelson.

leaders. Too bad I couldn't do it in the beginning. I've got to figure out how to go fast in the beginning. I'm still trying to work that out."

Once Hayden escaped, the question was, how long could Gobert hold fifth place? He didn't relinquish the position until lap 14 of 17, when Nicky Hayden came by. Nicky Hayden, who is never content with anything but a win, said, in this case, "I would have

fic, and that was my break. Once I got by Gobert, I tried to go after Nicky, but traffic was too intense."

"It came out better than what I thought," said Gobert. "I'm still second in points, which is incredible, really. I expected to be caught up a bit more. I couldn't hold a pace. I got weak pretty quick, with about five laps done, but I never thought of pulling in. The main problem was my wrist. It's still broke

EBSCO Suzuki's Jimmy Moore, the current points leader, bettered Ulrich with a 1:29.916 on a soft Dunlop, and Attack Suzuki's Richie Alexander was third-fastest in the first qualifying group with a 1:30.348.

With 69 entries in 750cc Supersport at Laguna Seca, officials decided at the last moment to split the one, 40-minute qualifying session into two, 20-minute qualifying groups, a faster group and a slower group, based on lap times

demann sort it out."

The front row was Haskovec on pole, Moore, Ulrich, then Alexander.

In between the two World Superbike races on Sunday, green lights sent the full, 44-rider grid off for 17 laps of mayhem. Team Valvoline EMGO Suzuki's Ben Spies, riding with a freshly plated broken collarbone, got a good launch from row two along with Verrah's Daigoro Suzuki. Spies and Suzuki rubbed elbows with Ulrich as they

crested turn one, sending Ulrich out wide just as Moore and Haskovec went two-wide through turn two.

Moore took the lead out of two, and Alexander aggressively passed Haskovec on the inside of turn five for second. On lap two, Haskovec started having big problems with his bike's front end and started slipping backwards. Spies, Suzuki, Ulrich, and Tony "The Tiger" Meiring all passed Haskovec on the second lap, and Haskovec crashed on the next lap in the Andretti Hairpin, remounted, and continued only to fall again on the last lap and finish 29th. Haskovec later said that his bike's front wheel was bent, causing vibration and instability.

Back at the front, Moore and Alexander were nose-to-tail followed by Spies and Suzuki then another gap back to Ulrich and Meiring. Meiring let caution be his guide with a front-end chatter, while Ulrich pushed forward to catch Suzuki and Spies right before the first turning point in the race.

On lap five, Alexander was black-flagged for smoking over the turn one crest and into turn two. According to fill-in race announcer Jason Pridmore,

season filled with ups and downs, Spies charged hard on the next lap. Approaching a lapper in the chicane, Spies committed to passing the rider on the inside. Although Spies said no contact was made, he admits to spooking the lapped rider, who rode off into the dirt. Moore, who was just a few bikelengths behind Spies, saw the whole thing and said, "(Spies) absolutely f--king stuffed a lapper going into the chicane (Corkscrew) up there. The lapper got punted off the track, about crashed in the dirt, and his front tire just plowed rocks all over the track. I came through and had not a prayer. The minute I flicked the bike in (to the right at the bottom of the corkscrew), I was on my head, no brakes, no nothing. There's no way I could have made it." After it finished tumbling, Moore picked up his Suzuki and got back on the track, despite a cracked case cover leaking oil, and continued to finish 13th.

The oil spraying off Moore's bike could clearly be seen on the Speedvision video feed, with Moore's own rear tire coated in oil. The oil Moore laid down after picking up his crashed bike

take what I could get today," said Ulrich, who crashed out of the 750cc Supersport race at Loudon. "I couldn't believe my luck when I come around and Jimmy's bike is flipping in the air. The next lap I come around and there's a waving yellow in the last turn and Ben's on the ground. I saw that and thought, 'Wow! I've got a three-second gap to fourth, and I'm gonna win this. Wow!' That last lap was a bit unnerving. I broke a little early in a couple of places, looked behind me a couple of times. It's a great day for me. I'm definitely going to savor this one. You know, if those guys keep making mistakes like that, maybe we've got a shot at the Championship."

Ulrich took the win by 7.988 seconds. Ulrich's Vesrah Suzuki teammate, Japanese journalist Daigoro Suzuki, took the first AMA podium finish of his career in second as did 17-year-old Meiring in third.

Chris Ulrich is sponsored by Roadracingworld.com, Vesrah, Suzuki, Kids: Don't Smoke! Racing, M4, Metzeler, Tiger Angel, Arai, Graves Motorsports, Air-Tech, WSMC, Reflections Auto Trends, Sliderwoman.com, Sprocket Specialist, Sidi and T.C.'s Specialized Graphics.

Buckmaster Wins AMA Lockhart-Phillips USA Formula Xtreme With Last-Corner Move On Hopkins

Graves Motorsports Yamaha's Damon Buckmaster made a masterful last-lap, last-corner, out-braking maneuver to steal Formula Xtreme victory from Team Valvoline EMGO Suzuki's John Hopkins.

The AMA Formula Xtreme weekend started with Buckmaster, riding a Yamaha YZF-R1/R7 hybrid, fastest in the one, and only, practice session before the class qualified, but it was Attack Suzuki's Tom Kipp who won the pole in the last seconds of qualifying with a 1:28.243 on his Dunlop-sponsored GSX-R1000.

"It was so hard because there were a lot of really slow motorcycles out on the track today," said former AMA 750cc Supersport Champion Kipp. "I couldn't really get a clean lap. I put the qualifier on, and I really messed up the first lap—the first full lap, which is typically the lap that you're looking at. But we were able to back up a good lap the second time around. That's what I did my fast lap on—the second lap on a qualifier."

Kipp's time bettered Buckmaster's best (1:28.296) by 0.053-second, and the Australian was not pleased about losing the extra Championship point for winning pole position.

Aaron Gobert, 20, was third-fastest with a 1:28.905 on the second Graves Yamaha YZF-R1/R7 hybrid. Hopkins, 18, held the fastest time in the session with a 1:28.963 on a Michelin race tire before the Dunlop-sponsored teams brought out their qualifying tires, after a red flag late in the qualifying session.

When the starting lights flashed, Hopkins grabbed the holeshot over Bruce Transportation Group's Roger Lee Hayden, Kipp, Erion Honda's Jake Zemke from the third row, Buckmaster, Gobert, and Josh Hayes. Hayden squeezed by Hopkins on the inside of turn five and began to inch away while Hopkins settled in. Kipp passed Hopkins in turn 10 but gave that position back, plus another to Buckmaster, when Kipp nearly high-sided exiting

turn 11, later saying that he accidentally hit his rear brake lever. Hayden led Hopkins, Buckmaster, and Kipp across the line to start lap two.

Hayden's advantage grew on lap two of 17 as Hopkins and Buckmaster gapped Kipp and the battle for fourth. Hopkins then started reeling Hayden in with low 1:29 laps and Buckmaster kept pace. Kipp made a charge back to the front with some high-1:28 laps and caught the leaders. By the end of lap six, there were four bikes at the front with Hopkins in front of Hayden, Buckmaster, and Kipp. By this point, Gobert had lapped out of the race, unhurt, in turn three.

Through the middle of the race, positions changed between the lead four as they lapped slower riders. Then on lap 11, Kipp, who had moved into second and closed up on Hopkins, crashed his Attack Suzuki GSX-R1000 in turn three. Kipp suffered a big rear-end slide before the GSX-R1000 spat him off the highside. "It broke loose under decel real quick, out-of-nowhere type of thing," remembered Kipp later in the Attack pits. "It happened fast enough that I didn't have time to react. I got off the thing pretty quick." Kipp suffered a dislocated big toe and broken bones in his left foot where a shifter would rest.

Traffic closed the gaps between the top three even more until Hayden entered the corkscrew too low trying to protect his line and ran off in the dirt. Hayden saved it and came back on track at the bottom the three-story drop, nearly collecting Buckmaster. With three laps to go, Buckmaster set his sights on Hopkins. "We lost the point for pole, and I knew that we didn't have most laps led because we didn't lead any at that point. So I really wanted to win this race. At some point there, I did forget about the Championship and just thought about winning the race," said Buckmaster.

Hopkins made no mistakes, but Buckmaster closed during the remaining laps and saw his opportunity. "I just got a good run out of the Corkscrew, down through Rainey Curve, and down 10. When we came out of 10, it seemed pretty even. I thought, 'If I get up underneath him, there's nothing he can really do about that.' I got underneath him and started getting in a little hot. So I started backing it in a little bit so I knew I could hold the line. I stopped it in the middle of the corner and punched it out to the line."

Just as he described, Buckmaster dove underneath Hopkins sideways in the last corner and got a drive out of the corner to beat Hopkins in a drag-race to the finish line. "I took my normal line and broke as late as I could because I hadn't seen a wheel from Damon there before," said Hopkins. "My hat's off to him because, I mean, he held his line perfectly. I thought for sure he was gonna be running wide. Even when he went by me, I still thought the race was mine because I thought he was gonna run wide for sure."

Hayden was happy with his first Formula Xtreme podium with third and yet disappointed at the same time knowing that he made some mistakes that cost him positions. "It's alright. We're moving up, and we're just going to keep moving up from here," said 18-year-old Hayden.

Jake Zemke came home fourth just

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The Formula Xtreme race at Laguna Seca came down to a battle between John Hopkins (21), Damon Buckmaster (8) and Roger Lee Hayden (95). Buckmaster won with a last-lap, last-corner pass. Photo by Brian J. Nelson.

no other corners were reporting smoke from the #25 bike, but AMA Pro Racing Director Of Competition Merrill Vanderslice ordered the former 750cc Supersport Champion Alexander brought in anyway. Alexander came in on the very next lap only to be found free of any fluids and allowed to continue in the race. The smoke coming from Alexander's bike was later found to be caused by tire expansion through the fastest part of the track and the tire rubbing against the fairing lower and swingarm. Alexander would work his way back up to fourth by the end of the race.

Soon after Alexander's misfortune, Ulrich shot underneath Suzuki in turn 10 for third, and Spies caught leader Moore. Spies and Moore had a four-second gap back to Ulrich when they started to encounter packs of lappers racing each other. With more to lose, Moore was conservative in dealings with the slower riders. Spies, on the other hand, was aggressive. Spies passed two lappers and Moore on the brakes for the Corkscrew on lap 13 but ran wide at the bottom, giving the lead back to Moore. Two corners later, Spies again passed Moore through traffic, in turn 11, and this time held onto the lead.

Eager for his first AMA win in a

and rejoining the race would be critical in its outcome.

Spies now had an eight-second lead over Ulrich in second, but Spies was riding more like he didn't know Moore was out—despite having been given a pit board with the split on it. On the very next lap, Spies lapped out in turn 11. "After his (Moore's) crash, he got back up and was oiling the whole track," said Spies. "Six or seven people went down in turn 11, and I was one of them. I got up. I could have finished second, but my shifter was bent under my linkage. So I was stuck in first the whole last lap." Spies would eventually finish 16th, and Moore could not be black-flagged before the end of the race.

Ulrich inherited a large lead just as the white flag flew and only had to keep his Billy Wiese-tuned GSX-R750 up for one lap to claim his first victory. Ulrich missed the oil laid down in turn 11 by Moore's leaking bike, but just after Spies crashed and Ulrich rolled through the corner, Suzuki, on a slightly wider line than that used by Ulrich, got completely crossed up and nearly high-sided in front of a group of lapped riders. Suzuki gathered it up, looked over his shoulder and carried on.

"My plan was to use my head and

in front of his Erion Honda teammate Mark Miller although the two never really battled after the first few laps. Injured Grant Lopez was not happy with his lonely sixth-place finish on the second Team Valvoline EMGO Suzuki GSX-R1000. Hayden's teammate Josh Hayes finished an uncharacteristic seventh due to a rear Dunlop that contained only 14 psi of air at the end of the race. Hayes said that he knew something was wrong on the first lap and struggled to stay upright from there. Eighth place went to Andrew "Woody" Deatherage on his Woody's Service-sponsored GSX-R750 Supersport bike using a Steve Martin World Superbike-spec front Pirelli slick. And 44-year-old former Formula USA Champion Mike Sullivan finished ninth on a Supersport Yamaha YZF-R1 built by Mike Velasco Racing just moments after riding his MVR Honda RC51 in the 27-lap AMA Superbike final. Fairfield Cycle's Cory Call took 10th on a Suzuki GSX-R1000.

Damon Buckmaster is sponsored



Tripp Nobles (87) led on the first lap of the Laguna Seca Pro Thunder race from Nick Ienatsch (81), Tom Montano (14), Jeff Nash (1) and the field. But Montano was soon past and on his way to a big win. Photo by Brian J. Nelson.

by Graves Motorsports, Yamaha Motor Corporation, Genuine Yamaha Technology-Racing, Dynojet, Maxima, VP, Air-Tech, Micron, Shoei, Vanson, T.C.'s Specialized Graphics and Oakley.

Montano Makes Amends In Buell Pro Thunder

Munroe Motors' Tom Montano fought off thoughts of past mistakes, avoided lapped traffic 30 seconds off the pace, survived two red flags, and took his second career AMA Pro Thunder victory at Laguna Seca. "It's sweet to come back and win here after last year," said Montano, referring to his misfortune in the 2000 Pro Thunder race at Laguna Seca. "I had a 20-second lead, I was coming around turn 11 to take the white flag, and lost the rear end and crashed." That crash last year left Montano with a torn liver and in a hospital bed for three days, but the 2001 Pro Thunder race weekend went a little better.

Montano was fastest right out of the box in Thursday Pro Thunder practice and extended his advantage to claim pole by 0.8-second, with a lap at 1:32.258. Second-fastest in the timed qualifying session was Dave Estok on his Tilley Buell with a 1:33.073. Advanced Motor Sports' Jeff Nash qualified third with a 1:34.492 on his Ducati Performance-sponsored Ducati 748RS despite riding with a broken hand suf-

fered in a highside crash at Loudon. Completing the front row was Tripp Nobles on the second Tilley Buell with a 1:35.345; Nobles was clearly not himself, still mourning the passing of his father a week before the event.

Pro Thunder used a timed qualifying session at Laguna Seca instead of the normal two, five-lap heat races to determine the grid. With heat races, everyone qualifies, even if they are off the pace or DNF the heat race. With timed qualifying and the 112 percent rule, 18 of the 41 entries would have been excluded from the final. Someone looked hard enough into the rulebook to find a loophole that nullified the 112 percent rule for Pro Thunder, and everyone was allowed to race despite some qualifying times 20 to 30 seconds slower than Montano's time. In the race, Montano lapped riders within five laps of the 17-lap final.

In Friday's race, Montano started conservatively and was fourth into turn two off the start. Montano carried more corner speed around Nobles in turn four to take third and out-drove Cycle World Contributing Editor Nick Ienatsch on the run up the hill to the Corkscrew to move into second. Holeshot

inches.

Ciccotto, riding with broken bones in his hand suffered in a Formula USA crash in Virginia, and Mizdal faded. Meanwhile, Montano adapted to his loose seat and moved forward to third. Estok took the lead from his teammate Nobles quickly on the run up to the corkscrew, but Estok would soon retire when his shifting problems turned into a locked transmission. Montano also used his drive out of turn six to pass Nobles up the hill to the corkscrew, and when Estok pulled out of the race, Montano inherited the lead. From there, Montano watched his pit board and maintained his lead at two seconds with lap times hovering around 1:34. Two laps from the end, the race was stopped for oil in turn five, and the event was called complete.

"The first start wasn't all that good," said Montano after the race. "Then the second one the seat was loose, and I got a terrible start. But it was almost better because it gave me something to focus on instead of just worrying about being in the lead and doing the right thing. Once I got in the lead, I just tried to watch the cushion." When asked if he thought about last year's incident while leading, Montano admitted, "Yeah, I was thinking about that a lot, and I was pretty tentative."

Nobles took second, his first Pro Thunder podium of the season, despite struggling with set-up and losing a lot of time to the Ducatis through the flat right-hand turns three and four. When asked if he did anything to avoid reliability problems, Nobles said, "That race there, I backed off a little and short-shifted. I worked myself more with shifting where some places I could've revved it on out. Actually, I was running a little bit quicker shifting it more and keeping it in the torque band."

Third-place Mizdal credited his first AMA Pro Thunder podium, and first AMA podium of any kind "this Millennium" to the event schedule. "It makes a difference in my performance

Munroe Motors, Arai, Vehicle Systems, Performance Friction Brakes, Aizone Moto, MBP, STM, Dunlop, and Ducati Performance.

It's Oliver Again In MBNA 250cc Grand Prix

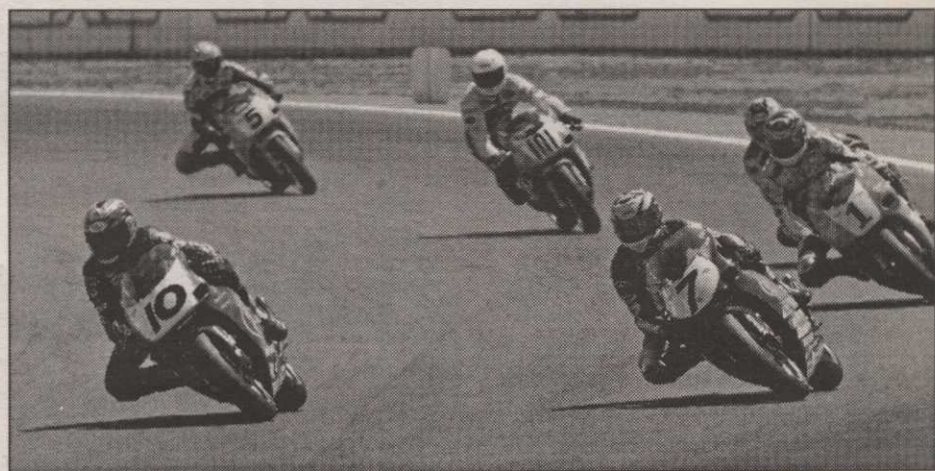
Rich Oliver made a huge gamble right before the 250cc race. Without a single practice session left to tell him if his plan would work or not, Oliver swapped the forks on this 2000 Yamaha TZ for those on his tried-and-true '96 machine. "The bike was working so terrible in morning practice, I figured it couldn't get any worse," said Oliver. Riding the 2000 with '96 forks, Oliver went on in the race to take the win by more than 16 seconds, but that was only after his two closest pursuers, Roland Sands and Chuck Sorensen, both crashed on the third lap.

Oliver had already proven himself to be the fastest man in the first of two qualifying heats. Despite handling problems, Oliver covered his five laps in seven minutes, 38.092 seconds, beating the record he set back in 1997 by three-quarters of a second.

The start of the race looked like anything but another Oliver runaway. Sands traded the lead with Oliver at least three times in the first two laps, with Sorensen a close third. Then, suddenly, Sands was down. "(Vincent) Haskovec told me there was oil everywhere on the track, so I didn't charge super hard on the first lap," said Sands. "After Rich repassed me, I tucked in behind him. I made a move to pass Rich going into (turn) three, and when I started to pick it up, it high-sided me."

Sorensen, who was right behind Sands, had to take evasive action, and in the next corner, he, too, was down. "It was a violent highside right on the exit. Traction-wise, there was no warning to tell me it was loose," said Sorensen.

The crashes gave Oliver an initial margin of 1.782 seconds over Corbin



Roland Sands (10) passed Rich Oliver (7) to lead the Laguna Seca 250cc Grand Prix race early on, before crashing. Here, Chuck Sorensen (1), Jimmy Filice, Simon Turner (101) and Perry Melneciuc (5) pursue. Photo by Brian J. Nelson.

for sure. I can push harder and feel more in control," said Mizdal who normally runs the Pro Thunder race immediately after the Superbike race on Sundays. Ciccotto and Nash, both riding injured, were satisfied with fourth and fifth respectively. Mike Sullivan finished sixth on Scot Dormier's Ducati 748 ahead of John Dugan. Ienatsch came from the back of the grid in eight laps to finish eighth ahead of 55-year-old former motocross star Rich Thorwaldson and Dr. David Kieffer, M.D.

Tom Montano is sponsored by

Yamaha's Jimmy Filice, who found himself moved up from fourth to second in the space of two turns. Filice was having his own handling problems. "We changed the fork springs right before the race and didn't even give it a chance in practice. I don't know if it was the springs or the tire, but I was fighting chatter in the front end. Also, it didn't want to steer. It felt like low tire pressure in the front."

By the end, Oliver built up almost a second a lap on Filice. Filice rode out the race in second, because, "To crash

in this position would be really stupid. I'm looking at the full year, and the Championship, and I can't win every race."

Behind Filice, Sorensen's GP Tech teammate, Northern Irishman Simon Turner, went from fifth to third and held it to the end of the race. His only challenge came early on from Perry Melneciuc, but by just before midway on lap eight, Turner was free. Getting on the podium his first time at the track was a real accomplishment for Turner. "The bike was missing early in the race, and then I turned the quick-shifter off and it stopped missing," said Turner. "The race was boring at the end, but I was excited. I wanted this a lot. I was really tired at the end, and I knew I wasn't going to catch Jimmy."

Melneciuc rode from the third lap to the end in fourth place, and behind him, Andre Castanos had a lock on fifth right up to lap 13, when he crashed in turn three and broke bones in a foot and a hand. Castanos' crash moved Michael Hannas up to fifth, with Jeff Leggitt, who led Hannas early in the race, finishing sixth.

Crashes at Sears Point and Loudon have hurt Oliver in the Championship points race, and he now trails Filice 188 to 162.

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RESULTS

CHEVY TRUCKS SUPERBIKE FINAL (July 7): 1. Eric Bostrom (Kaw ZX-7R); 2. Miguel Duhamel (Hon RC51); 3. Mat Mladin (Suz GSX-R750); 4. Jamie Hacking (Suz GSX-R750); 5. Doug Chandler (Kaw ZX-7R); 6. Andreas Meklau (Duc 996); 7. Steve Rapp (Duc 996); 8. Tommy Hayden (Yam YZF-R7); 9. Pascal Picotte (H-D VR1000); 10. Mike Smith (H-D VR1000); 11. Jordan Szoke (H-D VR1000); 12. Rich Alexander Jr. (Suz GSX-R750); 27 laps; 13. Andy Deatherage (Suz GSX-R750); 27 laps; 14. Tony Meiring (Suz GSX-R750); 27 laps; 15. Dean Mizdal (Suz

GSX-R750); 27 laps; 16. John Dugan (Suz GSX-R750); 27 laps; 17. Alan Schmidt (Suz GSX-R750); 27 laps; 18. Rich Conicelli (Suz GSX-R750); 27 laps; 19. Kim Nakashima (Suz GSX-R750); 27 laps; 20. Ricky Orlando (Suz GSX-R750); 27 laps; 21. Mauro Cereda (Suz GSX-R750); 26 laps; 22. Doug Pitcock (Suz GSX-R750); 26 laps; 23. Edward Milhausen (Suz GSX-R750); 26 laps; 24. Peter Moran (Suz GSX-R750); 26 laps; 25. James King (Suz GSX-R750); 26 laps; 26. Nicky Hayden (Hon RC51); 12 laps, DNF, crash; 27. Aaron Yates (Suz GSX-R750); 11 laps, DNF, crash; 28. Mike Sullivan (Hon RC51); 11 laps, DNF; 29. James Randolph (Suz GSX-R750); 9 laps, DNF, crash; 30. Larry Pegram (Duc 998); 4 laps, DNF, crash. Race Distance, 28 laps, 62.66 miles; Race Time, 41 minutes, 3.791 seconds; Race Average Speed, 91.562 mph; Victory Margin, 2.161 seconds; Winner's Average Lap Time, 1:27.993.

CHEVY TRUCKS SUPERBIKE QUALIFYING: 1. Mladin, 1:26.100, 93.575 mph; 2. Bostrom, 1:26.181; 3. Hacking, 1:26.877; 4. N. Hayden, 1:27.013; 5. Pegram, 1:27.046; 6. Yates, 1:27.075; 7. Chandler, 1:27.024; 8. Duhamel, 1:27.329; 9. T. Hayden, 1:27.339; 10. Meklau, 1:27.787; 11. Rapp, 1:27.818; 12. Picotte, 1:28.613; 13. Smith, 1:29.223; 14. Szoke, 1:30.080; 15. Jimmy Moore (Suz GSX-R750), 1:30.612; 16. Alexander, 1:31.734; 17. Chris Ulrich (Suz GSX-R750), 1:32.177; 18. Deatherage, 1:32.384; 19. Randolph, 1:32.532; 20. Vincent Haskovec (Suz GSX-R750), 1:32.618; 21. Sullivan, 1:32.848; 22. Mizdal, 1:32.995; 23. Orlando, 1:33.266; 24. Schmidt, 1:33.410; 25. Anthony Lupo (Suz GSX-R750), 1:33.446; 26. Ben Spies (Suz GSX-R750), 1:33.913; 27. Pitcock, 1:33.971; 28. Nakashima, 1:34.129; 29. Meiring, 1:34.457; 30. Dugan, 1:34.484.

CHEVY TRUCKS SUPERBIKE POINT STANDINGS (After 8 of 14 races, all 14 count): 1. Mladin, 260 points; 2. Bostrom, 236 points; 3. Chandler, 189 points; 4. T. Hayden, 184 points; 5. Duhamel, 168 points; 6. Hacking, 164 points; 7. N. Hayden, 163 points; 8. Yates, 155 points; 9. Rapp, 148 points; 10. TIE, Pegram/Szoke, 133 points.

PRO HONDA OILS 600cc SUPERSPORT FINAL (July 6): 1. Eric Bostrom (Kaw ZX-6R); 2. Aaron Yates (Suz GSX-R600); 3. Jamie Hacking (Suz GSX-R600); 4. Tommy Hayden (Yam YZF-R6); 5. Nicky Hayden (Hon CBR600F4i); 6. John Hopkins (Suz GSX-R600); 7. Anthony Gobert (Yam YZF-R6); 8. Josh Hayes (Hon CBR600F4i); 9. Miguel Duhamel (Hon CBR600F4i); 10. Roger Lee Hayden (Hon CBR600F4i); 11. Tom Kipp (Suz GSX-R600); 12. Jimmy Moore (Suz GSX-R600); 13. Jake Zemke (Hon CBR600F4i); 14. Aaron Gobert (Yam YZF-R6); 15. Lance Isaacs (Hon CBR600F4i); 16. Grant Lopez (Suz GSX-R600); 17. Daigoro Suzuki (Kaw ZX-6R); 18. Stuart Stratton (Yam YZF-R6); 19. Marc Palazzo (Hon CBR600F4i); 20. Vincent Haskovec (Suz GSX-R600); 21. Takaharu Kishida (Kaw ZX-6R); 22. Tyler Wadsworth

(Yam YZF-R6); 16 laps; 23. David Ortega (Suz GSX-R600); 16 laps; 24. Gary Hatfield (Yam YZF-R6); 16 laps; 25. Bryan Kovarick (Yam YZF-R6); 16 laps; 26. Robert Campbell (Hon CBR600F4i); 16 laps; 27. Owen Richey (Yam YZF-R6); 16 laps; 28. Nathan Hester (Yam YZF-R6); 16 laps; 29. Kurt Marmor (Hon CBR600F4i); 16 laps; 30. Blake Lawson (Hon CBR600F4i); 16 laps. Race Distance, 18 laps, 40.28 miles; Race Time, 25 minutes, 31.336 seconds; Race Average Speed, 89.442 mph; Victory Margin, 9.747 seconds; Winner's Average Lap Time, 1:30.079.

PRO HONDA OILS 600cc SUPERSPORT QUALIFYING: 1. Bostrom, 1:28.904, 90.624 mph; 2. Yates, 1:29.246; 3. N. Hayden, 1:29.837; 4. Hopkins, 1:30.141; 5. T. Hayden, 1:30.216; 6. Duhamel, 1:30.346; 7. R. Hayden, 1:30.358; 8. Hayes, 1:30.669; 9. Anthony Gobert, 1:30.909; 10. Kipp, 1:31.316; 11. Haskovec, 1:31.345; 12. Aaron Gobert, 1:31.357; 13. Hacking, 1:31.359; 14. Moore, 1:31.507; 15. Lopez, 1:32.133; 16. Isaacs, 1:32.795; 17. Zemke, 1:32.864; 18. Palazzo, 1:32.960; 19. Stratton, 1:33.709; 20. Suzuki, 1:34.001; 21. Kovarick, 1:34.776; 22. Wadsworth, 1:35.010; 23. Kishida, 1:35.071; 24. Ortega, 1:35.701; 25. Campbell, 1:35.775; 26. Hatfield, 1:35.855; 27. Robb Martin (Yam YZF-R6), 1:36.048; 28. Tom Wertman (Suz GSX-R600), 1:36.376; 29. Richey, 1:36.720; 30. Kevin Carter (Yam YZF-R6), 1:37.117.

PRO HONDA OILS 600cc SUPERSPORT POINT STANDINGS (After 6 of 11 races, all 11 count): 1. Bostrom, 163 points; 2. Anthony Gobert, 142 points; 3. Duhamel, 130 points; 4. T. Hayden, 129 points; 5. Yates, 125 points; 6. Hayes, 119 points; 7. Hacking, 115 points; 8. Zemke, 103 points; 9. Hopkins, 101 points; 10. Moore, 81 points.

BUELL PRO THUNDER FINAL (July 6): 1. Tom Montano (Duc 748); 2. Tripp Nobles (Buell 1200); 3. Dean Mizdal (Duc 748); 4. Mike Cicco (Buell 1200); 5. Jeffrey Nash (Duc 748); 6. Mike Sullivan (Duc 748); 7. John Dugan (Duc 748); 8. Nick Ienatsch (Duc 748); 9. Rich Thorwaldson (Duc 748); 10. David Kieffer (Duc 748); 11. Tyler Sandell (Suz SV650); 12. Ricky Lundgren (Duc 748); 13. Mike Krynock (Duc 748); 14. Jody Hendley (H-D 1200); 15. Charlie Hewett (Duc 748); 16. Michael Mondo (Duc 748); 17. Michael Ellsworth (Suz SV650); 18. Mitch Baghdadian (Suz SV650); 19. Chris Lacruze (Duc 748); 20. David Lanigan (Suz SV650); 21. Mark Hindman (Duc 996); 22. Richard Haas (Duc 748); 23. Calvin Sprenger (Duc 748); 24. Mark Hatten (Duc 748); 25. Michael Hardin (Duc 748); 26. Kevin Crowther (600), 13 laps; 27. Steven Wadsworth (Duc 748), 13 laps; 28. Christian Owens (Suz SV650), 13 laps; 29. Thomas Dorsey (And 612), 13 laps; 30. Tom Chauncey (Duc 748), 12 laps; 36. David Estok (Buell 1200), 11 laps, DNF, mechanical; 39. David White (Hon 700), 5 laps, DNF, Race Distance, 14 laps, 31.33 miles; Race Time, none due to red flag; Race Average Speed, none due

to red flags; Victory Margin, none due to red flags; Winner's Average Lap Time, none due to red flags.

BUELL PRO THUNDER QUALIFYING: 1. Montano, 1:32.258, 87.329 mph; 2. Estok, 1:33.073; 3. Nash, 1:34.492; 4. Nobles, 1:35.345; 5. Ienatsch, 1:35.530; 6. Mizdal, 1:35.722; 7. Cicco, 1:36.253; 8. Dugan, 1:36.328; 9. Sullivan, 1:36.845; 10. White, 1:36.968; 11. Thorwaldson, 1:37.211; 12. Kieffer, 1:37.544; 13. Sandell, 1:38.844; 14. Lundgren, 1:39.546; 15. Hewett, 1:39.986; 16. Baghdadian, 1:40.606; 17. Hindman, 1:40.786; 18. Tom Hull (MG 1000), 1:40.964; 19. David Bell (Duc 748), 1:41.025; 20. Hardin, 1:41.201; 21. Mondo, 1:41.445; 22. Krynock, 1:42.753; 23. Ellsworth, 1:43.003; 24. Michael Solis (Suz SV650), 1:43.464; 25. Hatten, 1:44.401; 26. Chauncey, 1:44.453; 27. Dorsey, 1:44.563; 28. Sprenger, 1:44.657; 29. Shawn Reilly (And 600), 1:44.908; 30. Haas, 1:45.457.

BUELL PRO THUNDER POINT STANDINGS (After 5 of 8 races): 1. Montano, 155 points; 2. Cicco, 130 points; 3. Nash, 121 points; 4. Estok, 97 points; 5. Krynock, 87 points; 6. Mizdal, 82 points; 7. Hewett, 79 points; 8. Nobles, 61 points; 9. Thomas Fournier, 49 points; 10. TIE, Kieffer/Lundgren, 44 points.

LOCKHART PHILLIPS USA FORMULA XTREME FINAL (July 7): 1. Damon Buckmaster (Yam YZF-R1/R7); 2. John Hopkins (Suz GSX-R1000); 3. Roger Lee Hayden (Hon CBR929RR); 4. Jake Zemke (Hon CBR929RR); 5. Mark Miller (Hon CBR929RR); 6. Grant Lopez (Suz GSX-R1000); 7. Josh Hayes (Hon CBR929RR); 8. Andy Deatherage (Suz GSX-R750); 9. Mike Sullivan (Yam YZF-R1); 10. Cory Call (Suz GSX-R1000); 11. Robert Mesa (Yam YZF-R1); 12. Kim Nakashima (Suz GSX-R750); 13. Tony Meiring (Suz GSX-R750); 14. Marc Palazzo (Hon CBR929RR); 15. Bryan Kovarick (Yam YZF-R1); 16. Jeremy Toye (Yam YZF-R1); 17. Chris Voelker (Hon CBR900RR); 18. Peter Moran (Suz GSX-R750); 16 laps; 19. Ken Krebs (Suz GSX-R750), 16 laps; 20. Steve Smith Jr. (Duc 996), 16 laps; 21. Eric Haugo (Suz GSX-R750), 16 laps; 22. Ty Alexander (Suz GSX-R1000), 16 laps; 23. Garry Combs (Suz GSX-R750), 16 laps; 24. James Compton (Yam YZF-R1), 16 laps; 25. Kevin Burgess (Suz GSX-R750), 16 laps; 26. Scott Lavelle (Suz GSX-R1000), 16 laps; 27. Robert Hayashida (Hon 1000), 16 laps; 28. John Wilson (Suz), 16 laps; 29. Nathan Hester (Suz GSX-R750), 14 laps; 30. Dave Kunzelman (Suz GSX-R750), 11 laps; 31. Tom Kipp (Suz GSX-R1000), 10 laps, DNF, crash; 36. Aaron Gobert (Yam YZF-R1/R7), 2 laps, DNF, crash. Race Distance, 17 laps, 38.05 miles; Race Time, 25 minutes, 28.982 seconds; Race Average Speed, 89.580 mph; Victory

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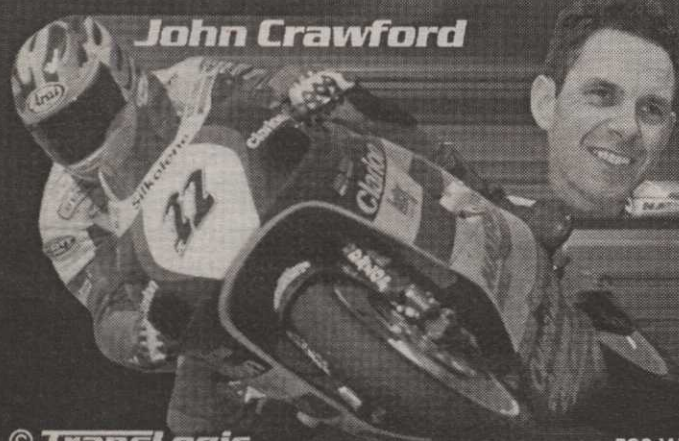
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Margin, 0.122-second; Winner's Average Lap Time, 1:29.940.

LOCKHART PHILLIPS USA FORMULA XTREME QUALIFYING: 1. Kipp, 1:28.243, 91.302 mph; 2. Buckmaster, 1:28.296; 3. Gobert, 1:28.905; 4. Hopkins, 1:28.963; 5. Hayes, 1:29.091; 6. Hayden, 1:29.496; 7. Miller, 1:29.728; 8. Lopez, 1:29.755; 9. Zemke, 1:29.883; 10. Shawn Higbee (Suz GSX-R1000), 1:31.097; 11. Jason Curtis (Yam YZF-R1), 1:32.410; 12. Sullivan, 1:32.858; 13. Palazzo, 1:32.868; 14. Mesa, 1:33.139; 15. Suzuki, 1:33.143; 16. Call, 1:33.255; 17. Thomas Montano (Duc 748), 1:33.405; 18. Deatherage, 1:33.522; 19. Kovarick, 1:33.569; 20. Nakashima, 1:33.786; 21. 1:33.873; 22. David Estok (Buell 1200), 1:33.901; 23. Kunzelman, 1:34.344; 24. Toye, 1:34.585; 25. Voelker, 1:34.685; 26. Owen Richey (Suz GSX-R750), 1:35.195; 27. Shawn Reilly (Suz GSX-R750), 1:35.622; 28. Kenyon Kluge (Suz GSX-R750), 1:35.839; 29. Moran, 1:35.984; 30. Alexander, 1:36.195.

LOCKHART PHILLIPS USA FORMULA XTREME POINT STANDINGS (After 5 of 10 races, all 10 count): 1. Buckmaster, 163 points; 2. Hopkins, 138 points; 3. Lopez, 127 points; 4. Miller, 115 points; 5. Hayes, 114 points; 6. Gobert, 106 points; 7. Zemke, 105 points; 8. Hayden, 98 points; 9. Richard Alexander Jr., 71 points; 10. Voelker, 55 points.

GENUINE SUZUKI ACCESSORIES 750cc SUPERSPORT FINAL (July 8): 1. Chris Ulrich (Suz GSX-R750); 2. Daigoro Suzuki (Suz GSX-R750); 3. Tony Meiring (Suz GSX-R750); 4. Richard Alexander Jr. (Suz GSX-R750); 5. Lance Isaacs (Hon CBR600F4i); 6. Alan Schmidt (Suz GSX-R750); 7. Andy Deatherage (Suz GSX-R750); 8. Anthony Lupo (Suz GSX-R750); 9. Rich Conicelli (Suz GSX-R750); 10. Takaharu Kishida (Kaw ZX-7R); 11. John Dugan (Suz GSX-R750); 12. David Ortega (Suz GSX-R750); 13. Jimmy Moore (Suz GSX-R750); 14. Doug Pitcock (Suz GSX-R750); 15. Dave Kunzelman (Suz GSX-R750); 16. Ben Spies (Suz GSX-R750); 17. Owen Richey (Suz GSX-R750); 18. Marc Palazzo (Hon CBR600F4i); 19. Eric Haugo (Suz GSX-R750); 20. Peter Moran (Suz GSX-R750); 21. Adam Jones (Suz GSX-R750); 22. Gary Hatfield (Yam YZF-R6), 16 laps; 23. Scott Lavelle (Suz GSX-R750), 16 laps; 24. Morgan Murphy (Suz GSX-R750), 16 laps; 25. Jason Chisum (Suz GSX-R750), 16 laps; 26. Kenyon Kluge (Suz GSX-R750), 16 laps; 27. Kevin Burgess (Suz GSX-R750), 16 laps; 28. Brett Ray (Suz GSX-R750), 16 laps; 29. Vincent Haskovec (Suz GSX-R750), 16 laps, crash; 30. Blake Lawson (Hon CBR600F4i), 16 laps. Race Distance, 17 laps, 38.05 miles; Race Time, 26 minutes, 4.757 seconds; Race Average Speed, 87.532 mph; Victory Margin, 7.968 seconds; Winner's Average Lap Time, 1:31.750.

GENUINE SUZUKI ACCESSORIES 750cc SUPERSPORT QUALIFYING: 1. Haskovec, 1:29.429, 90.092 mph; 2. Moore, 1:29.916; 3. Ulrich, 1:29.922; 4. Alexander, 1:30.348; 5. James Randolph (Suz GSX-R750), 1:30.886; 6. Josh Hayes (Hon CBR600F4i), 1:30.940; 7. Spies, 1:31.010; 8. Suzuki, 1:31.361; 9. Deatherage, 1:31.602; 10. Isaacs, 1:31.643; 11. Jake Zemke (Hon CBR600F4i), 1:32.091; 12. Meiring, 1:32.497; 13. Kishida, 1:32.618; 14. Lupo, 1:32.724; 15. Schmidt, 1:32.835; 16. Stuart Stratton (Yam YZF-R6), 1:32.922; 17. Dugan, 1:33.123; 18. Ortega, 1:33.177; 19. Palazzo, 1:33.397; 20. Kunzelman, 1:33.511; 21. Conicelli, 1:33.576; 22. Kim Nakashima (Suz GSX-R750), 1:33.987; 23. Pitcock, 1:33.998; 24. Edward Milhausen (Suz GSX-R750), 1:34.804; 25. Robert Campbell (Hon CBR600F4i), 1:34.870; 26. Richey, 1:35.091; 27. Nathan Hester (Suz GSX-R750), 1:35.210; 28. Mark Crozier (Suz GSX-R750), 1:35.511; 29. Kluge, 1:35.684; 30. Haugo, 1:35.817.

GENUINE SUZUKI ACCESSORIES 750cc SUPERSPORT POINT STANDINGS (After 6 of 11 races, all 11 count): 1. Moore, 169 points; 2. Alexander, 164 points; 3. Haskovec, 138 points; 4. Spies, 133 points; 5. Meiring, 130 points; 6. Ulrich, 118 points; 7. Conicelli, 103 points; 8. Ortega, 99 points; 9. Suzuki, 98 points; 10. Schmidt, 85 points.

MBNA 250cc GRAND PRIX (July 8): 1. Rich Oliver (Yam TZ250); 2. Jim Filice (Yam TZ250); 3. Simon Turner (Yam TZ250); 4. Perry Melneicuc (Yam TZ250); 5. Michael Hannas II (Yam TZ250); 6. Jeff Leggett (Hon RS250); 7. Nick Ienatsch (Yam TZ250); 8. Colin Jensen (Apr RS250); 9. Michael Ellsworth (Yam TZ250); 10. Adrian Webb (Yam TZ250); 11. Greg Esser (Hon RS250); 12. Ed Sorbo (Yam TZ250), 16 laps; 13. Rocky Wong (Hon RS250), 16 laps; 14. Mark Smith (Hon RS250), 16 laps; 15. John Davis (Yam TZ250), 16 laps; 16. Patrick Dowd (Yam TZ250), 16 laps; 17. Jason Candelaria (Yam TZ250), 16 laps; 18. John France (Hon RS250), 16 laps; 19. Ty Piz (Yam TZ250), 16 laps; 20. Cory West (Yam TZ250), 16 laps; 21. Philip Snowden (Hon RS250), 16 laps; 22. Stephen Bowline (Hon RS250), 16 laps; 23. Kelly Jones (Hon RS250), 16 laps; 24. Scott Martin (Hon RS250), 16 laps; 25. Tony Tugwell (Yam TZ250), 16 laps; 26. Richard Snowden (Hon RS250), 16 laps; 27. Mark McKinney (Yam TZ250), 16 laps; 28. Sean Wray (Yam TZ250), 15 laps; 29. Brian Lowe (Yam TZ250), 15 laps; 30. Keith Almond (Yam TZ250), 15 laps; 35. Andre Castanos (Hon RS250), 12 laps; 37. Roy DeGroot (Yam TZ250), 8 laps; 39. Roland Sands (Yam TZ250), 2 laps, DNF, crash; 40. Chuck Sorensen (Yam TZ250), 2 laps, DNF, crash; 41. Ed Marchini (Yam TZ250), 2 laps; 42. Ben Walters (Yam TZ250), 1 lap. Race Distance, 17 laps, 38.05 miles; Race Time, 25 minutes, 53.294 seconds; Race Average Speed, 88.178 mph; Victory Margin, 16.513 seconds; Winner's Average Lap Time, 1:31.370.

MBNA 250cc GRAND PRIX HEAT RACE ONE: 1. Oliver; 2. Sorensen; 3. Sands; 4. Filice; 5. DeGroot; 6. Jensen; 7. Walters; 8. West; 9. Wong; 10. Sean Crane (Yam TZ250); 11. Ellsworth; 12. France; 13. Richard Denman (Hon RS250);

14. Bowline; 15. Andrew Edwards (Yam TZ250). Race Distance, 5 laps, 11.19 miles; Race Time, 7 minutes, 38.092 seconds; Race Average Speed, 87.939 mph; Victory Margin, 1.397 seconds; Winner's Average Lap Time, 1:31.618.

MBNA 250cc GRAND PRIX HEAT RACE TWO: 1. Melnecluc; 2. Turner; 3. Hannas; 4. Leggett; 5. Castanos; 6. Ienatsch; 7. Esser; 8. Sorbo; 9. Plz; 10. Webb; 11. Davis; 12. Smith; 13. Dowd; 14. R. Snowden; 15. P. Snowden. Race Distance, 5 laps, 11.19 miles; Race Time, 7 minutes, 47.749 seconds; Race Average Speed, 86.123 mph; Victory Margin, 0.237-second; Winner's Average Lap Time, 1:33.550.

MBNA 250cc GRAND PRIX POINT STANDINGS (After 6 of 11 races, all 11 count): 1. Filice, 188 points; 2. Oliver, 162 points; 3. Hannas, 157 points; 4. Turner, 146 points; 5. Melnecluc, 131 points; 6. Sorensen, 107 points; 7. Sorbo, 96 points; 8. Marchini, 95 points; 9. Esser, 92 points; 10. Chris Pyles, 85 points.



On the cool-off lap for the 600cc Supersport race at Laguna Seca, Anthony Gobert and Jamie Hacking made contact repeatedly, and it wasn't any accident. Both riders agree that contact was made; in fact, both riders readily admitted they intentionally hit each other. According to both riders, Hacking was going into turn five, waving to the crowd. Gobert came up on the inside of Hacking and clipped his clutch lever, putting Hacking into a wobble. Hacking pulled up on the left side of Gobert and backhanded him in the helmet. Then Gobert pulled up alongside Hacking and started kicking at his bike. The reason? According to Gobert, Hacking cut across the front of his Yamaha in turn two at the start of the race. Gobert was entirely unapologetic about his actions, saying instead that when he was kicking at Hacking, "I would have liked a little better impact, too. It's frustrating, being so injured because he needs a good smack in the mouth. It's one thing if it's racing, but he does it on purpose. He thinks it's funny." It seems that Gobert's complaints against Hacking have been accumulating over a period of time. While discussing this incident, Gobert mentioned that Hacking ran into him at Road Atlanta. When told the nature of Gobert's complaint, Hacking said, "That's it? If I'd hit him, it would be something different, I didn't do it on purpose. If he can't handle it, he shouldn't be here. The problem is he can't get up the balls to come talk to me face-to-face. He needs to straighten his act out. It's racing. I'm fighting my way to the front. I'm sure it was close, but nobody even touched."

In the press conference following Supersport qualifying, Mat Mladin was initially very short with his answers. When asked by AMA press official Larry Lawrence asked if lapped traffic was a problem, Mladin just said, "Nope." When Lawrence asked him about race strategy, Mladin said, "I can't share it with you; it's a secret." Mladin was fined \$5000 and a Championship point for comments he made at Loudon about the track, being misquoted in the press, being misrepresented in the press, and, apparently, for using the word, "shit." When Mladin's comments were, initially, quite short at Laguna, a quick scan around the press tent revealed that Yoshimura's Don Sakakura and American Suzuki's Masayuki Itoh were standing close by. When it was pointed out to Sakakura that he usually doesn't attend the post-qualifying press conferences, Sakakura smiled and said, "We're just interested in what goes on at these things."

A complete MP3-formatted recording of the press conference for which Mladin was penalized was made recently available on the Roadracingworld.com web site. Visitors to the



Tom Kipp (31) nearly high-sided in turn 11 early in the Laguna Seca Formula USA race. Here, John Hopkins (21) and Damon Buckmaster escape involvement with Grant Lopez (5) visible in the background. Photo by Brian J. Nelson.



Rich Oliver carries on as Roland Sands crashes early in the 250cc Grand Prix race at Laguna Seca. Oliver won handily. Photo by Brian J. Nelson.

site were asked to comment on the penalty after listening to the recording. The vast majority of the e-mails received by Roadracingworld.com were in support of Mladin and against the penalty. Asked if he had been following the developments on Roadracingworld.com, Mladin said the editor of the site and Roadracing World magazine "John (Ulrich) has done a big service to the rest of the racers in the AMA, and especially to myself. He put out what was actually said, and not what the AMA said happened."

Last year Rich Oliver was put on probation for not wearing a helmet on track when he threw his helmet to the crowd in the Corkscrew during the cool-off lap after winning the 250cc GP race at Laguna. This year, Oliver threw parts of his bike into the crowd instead. "I planned the whole thing," Oliver said. "I sent somebody up there with the tools (to get the bodywork off) this morning. When I got up there, I couldn't find the guy, and it turned out this turnworker had all the stuff. First I took off the front fender and threw it, and the crowd asked for more. Then I threw the lower fairing and then the upper fairing. I couldn't unscrew the seat, so I ripped it off. Then the crowd went berserk. That was the most fun part."

Former 750cc Supersport Champion and current Attack Suzuki rider Tom Kipp is planning on starting college at a Christian liberal arts school in August. "I'll be going to Malone College in Canton, Ohio. They have a good bible and theology degree program," said Kipp. Does this mean that Kipp's racing career is over? "Not at all. I'll tailor the class schedule to suit my racing schedule. I'm still trying to build momentum this season to put something together for next year. But I'm not wasting time get-

ting into the ministry. School is just a logical step. I know I'll end up in full-time ministry in the future."

During a pre-event press conference held during lunch time Thursday, at Laguna Seca, Supersport World Champion Colin Edwards used the word "asshole" in referring to AMA Supersport Champion Mat Mladin without suffering any official penalties. Things got interesting when track announcer Richard Chambers handed the microphone to Edwards and (in a planned move) encouraged Edwards to lead the press conference. Edwards was given the microphone after Chambers had already interviewed Honda teammates Nicky Hayden and Miguel Duhamel, Yoshimura Suzuki's Mladin, and Edwards himself. Troy Bayliss, Peter Goddard, Ben Bostrom, Régis Laconi and others were still waiting to be interviewed. By the time Edwards received the microphone, Mladin had quietly left the overcrowded head table, almost as if to make room for Edwards to sit down. Mladin also looked to return to his pits as the AMA Supersport racers' one and only qualifying session was scheduled for shortly after the Thursday lunch break. As Mladin walked away from the press conference area, Edwards called to Mladin over the small, press conference P.A. system, "Where ya going, Mat?" Mladin didn't appear to hear Edwards and continued walking. Edwards then told the crowd consisting of national, international, and local media members, "Now I understand why you guys think he's an asshole." Half of the crowd laughed while the other half mumbled to one another. In addition to "asshole," Edwards also said the word "ass" twice during his time speaking to the press.

The next racer to be interviewed was Benelli Tornado development rider/racer Peter Goddard, who asked, "I wonder if Colin is going to get fined for that?" referring to the \$5000 fine Mladin received for using the word "shit" and criticizing the track and other riders during an AMA press conference at New Hampshire International Raceway.

When asked after the press conference about the possibility of AMA officials fining him for his choice of words, Edwards said, "They're gonna have a good time getting it out of me. I don't give a shit. I don't care. It wasn't an AMA press conference. For a World Supersport press conference that's normal lingo." Asked if he thought that the use of profanity is detrimental to the sport of motorcycle road racing—as claimed by AMA officials—Edwards said, "I don't care. That's who I am. I can be a robot and get up there and say the same thing over and over, but that's not what the fans want. The fans want to know who I am. I'll show you my whole deck of cards right there. This is who I am. If I say a few cuss words here and there that's part of my personality." When asked about his comments concerning Mladin, Edwards said, "I was just wondering where he was going. I mean, it looked like the press conference was just getting kicking and then he left. I was just saying, 'Where the Hell are you going?' You just don't get up and leave a press conference normally. I think nothing less of him. Now I just understand why everyone thinks he's an asshole." Then Edwards said, "I didn't call him an asshole. I just said that I understand why people think he's an asshole."

In response to Edwards' comments, Mladin told Roadracing World, "If Colin Edwards was on time for the press conference he would have known that after we had finished our bit with Richard Chambers—who at the time of my interview was the press conference host—we were asked to step down to make room for other racers to be interviewed just as Nicky Hayden had done three minutes earlier to make room for Eric Bostrom. I thought it more wise to go to the AMA riders' briefing which was happening just 50 yards away than stay and listen to Colin's dribble. Personally I don't think Colin was very funny. He stated that he doesn't think any less of me. It's a shame I can't say the same about him."

After the press event was over, AMA Media Relations Contractor Larry Lawrence confirmed that the press conference had not been an official AMA press conference. Lawrence later asked his World Supersport series press counterpart, Renata Nasetta, about Edwards' conduct. According to Lawrence, he was told by Nasetta that the World Supersport series allows their riders to be more free in expressing themselves than the AMA does.

As the post-race press conference for the top three of Friday's 600cc Supersport race moved from its outside location to inside the media center/tent for one-on-one interviews, one spectator gave Eric Bostrom, Aaron Yates, and Jamie Hacking some advice. "Make sure you don't swear against the AMA or the track owners," advised the fan, to the amusement of some in the crowd.

Laguna Seca Sales & Marketing Assistant Manager and Media Liaison Mary-Ellen Wright-Rana told Roadracing World that all of the track's press conferences lately have been held out in front of the media tent, allowing spectators to watch and listen. The open press conferences turn into somewhat of a show, proving popular with the fans. AMA Media Relations Contractor Larry Lawrence said that he would look into holding AMA press conferences in front of the public in the future.

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Ben Bostrom (155) held off Troy Bayliss (21) for most of the first World Superbike race at Misano, with Bayliss passing at the end and taking the win. In the second race, Bostrom ran away. Photo by Sports Photography.

Ben Bostrom Is Back

By Glenn LeSanto

The Superbike World Championship moved to Misano in the Republic of San Marino for round eight of the 2001 season. The circuit of Santa Monica in Misano is within the tiny republic that sits on Italy's Adriatic coast. The teams were greeted with very hot and dry weather—perfect for the 66,000 visiting fans but a nightmare for the tire technicians. Many rounds this season have ended with those on one brand of tire having a clear advantage over those using the other dominant brand—the results have been see-sawing between Michelin and Dunlop. But at Misano neither brand was a clear winner, and riders on both makes suffered more than their fair share of rubber problems. American Ben Bostrom (L&M Ducati-Dunlop) and Australian Troy Bayliss (Infostrada Ducati-Michelin) battled with fading grip to record a win apiece, with Bostrom sending a message to the rest of the paddock that now that he's fit again, he's also fast again. Bostrom looked set to win both races but a determined effort by Bayliss at the end of race one secured the win and consolidated his title lead.

Right from the start of the weekend it was Bostrom and Bayliss heading up the pack. The pair fought over provisional pole on Friday, with Bayliss



Ben Bostrom on the podium, after winning the second World Superbike race at Misano. Photo by Sports Photography.

getting the fastest time of the day at 1:35.749, easing himself into provisional pole and closely followed by Bostrom at 1:35.999. Corser was just a few hundredths off the pace in third with Edwards completing the provisional front row in fourth. On Saturday Bayliss continued his domination, but this time it was Tadayuki Okada who was second-fastest in the run up to Superpole. Aprilia Racing test rider Alessandro Antonello qualified in front of Troy Corser, in third place. Corser, who has been labeled by some observers as lacking commitment—a charge he has hotly denied—was fourth-fastest with Bostrom moving down the order to fifth. Neil Hodgson, who had struggled on Friday, was sixth-fastest.

In Superpole Antonello was unable to translate his qualifying into a good grid position when he fell early in the

lap. New rules mean he moved onto the back of the row behind his provisional front-row position, to line up for the race on the second row, in eighth. Okada commented on how unfair Superpole seemed to him when his provisional

second on the grid evaporated in a big shimmy between the two turns. "Superpole always seems to be unkind to me, I lost some time in one part of the track and find myself down in 11th." To rub in the injustice of the system, Antonello, who crashed out of Superpole, was still on the row in front of Okada.

The sensation of the Superpole session was Neil Hodgson, who hauled himself up from a provisional sixth onto pole with a blistering lap. Although Hodgson was obviously pushing to the limit, sliding both tires into some of the turns, he looked very smooth and accurate around Misano's testing turns. It was his second Superpole victory in a row. Corser answered his critics by qualifying second, with Edwards in third and Bostrom completing the front row.

Race day was hot and dry, with air temperatures measured at around 30 degrees C (86 degrees F) and track temperatures hovering in the mid-to-high 40s (104 degrees F). Edwards got his Honda off the line to nose ahead of the pack going into the first turn. But even before he hit the apex Ben Bostrom had stuffed his Ducati underneath his fellow American to grab the lead. Bostrom then set off to build a small lead over the rest of the pack. Bayliss passed Edwards on lap four while in pursuit of the disappearing Bostrom. Even so early in the race it was obvious that all wasn't right with



At the start of the first World Superbike race at Misano, Ben Bostrom (155) leads Troy Corser, Colin Edwards (1), Neil Hodgson, Troy Bayliss (21), Akira Yanagawa (5), Régis Laconi (55) and Gregorio Lavilla (6). Photo by Sports Photography.

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Neil Hodgson (100) holds off Régis Laconi (55), Troy Corser, Gregorio Lavilla, Colin Edwards, Akira Yanagawa (5) and some other guy we can't identify, early in the first World Superbike race at Misano. Photo by Sports Photography.

Bostrom. Even so early in the race it was obvious that all wasn't right with Edwards' set-up—the American was spinning the rear wheel everywhere as he struggled for grip. In the closing laps Fuchs Kawasaki's Gregorio Lavilla powered past Edwards after pulling out of his slipstream on the back straight. The move put Lavilla into third, and while Edwards regained the place briefly, Lavilla repassed and held onto third

until the end of the race.

After the race Castrol Honda lodged a protest, pointing out that Lavilla had ridden by Edwards under a yellow flag. The decision was upheld but Fuchs Kawasaki team manager Harald Eckl was furious with the decision, "How do they expect a rider to see a yellow flag when they are going 260 kph in a slipstream and when the flag is positioned at 90 degrees and 30 meters

from the track?" steamed Eckl. "Both the lead riders (Bostrom and Bayliss) commented to me personally that they hadn't seen the flag. The marshal's position was in the wrong place. It's disappointing for Gregorio and for Superbike racing."

Meanwhile, at the head of the race Bostrom had been caught by Bayliss, who took a breather after charging up through the field and in his own

words "relaxed behind Ben for a while." Then the Australian made his move, passing Bostrom on lap 18 when the American failed to defend the inside line going into the Tramonto turn. This lit the fuse for an explosive ending to the race. Bostrom hadn't done all the early running to let Bayliss run off with the win and the pair were locked in a titanic battle for the remaining laps. The pair swapped places again, with all the passing happening at the Tramonto curve at the end of the back straight. Bostrom got the better drive out of the turn on lap 20 to regain the lead but he wasn't able to build any kind of gap on the determined Bayliss. Both bikes were on the limit as the pair lined up for the final lap, but it looked like Bayliss had the better traction as Bostrom's Ducati was sliding even more than usual. On lap 23 of the 25-lap race Bayliss slipstreamed back into the lead going into the Tramonto, only for Bostrom to fishtail back up the inside as Bayliss ran wide in the turn. Then, on the final lap, Bayliss repeated the maneuver, this time holding a tight line through the curve to block a counterattack from the aggressive-riding American. With only a few turns left there was nothing Bostrom could do to regain the lead, although he didn't give up trying and was attacking Bayliss hard right to the flag. Bayliss won again to consolidate his title lead. The pair finished the race over 11 seconds up

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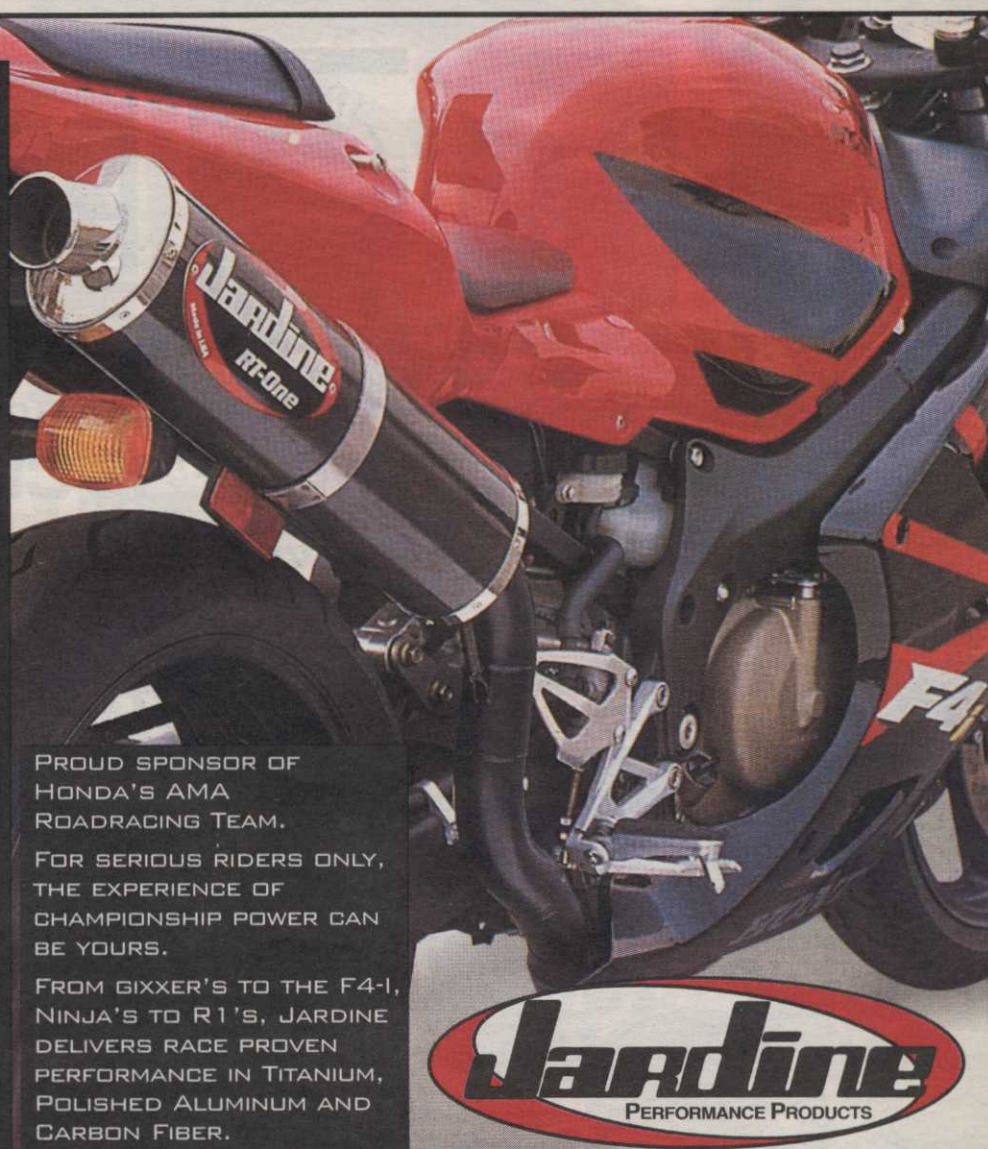
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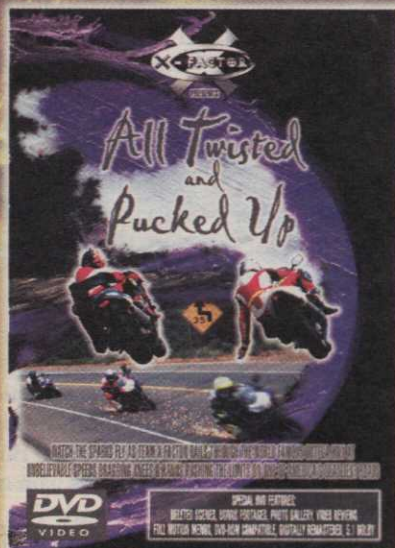
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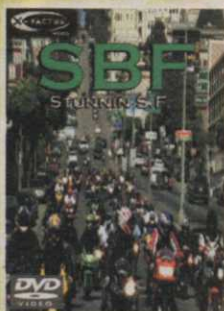
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on Edwards in third place.

With Corser finishing down in eighth and Edwards moving up to third after the appeal against Lavilla's pass, Bayliss was now 32 points clear of Edwards at the head of the Championship standings.

After the race both Ducati riders complimented one another on their riding. "It was a good race and Ben rode really hard," said Bayliss. "Once I caught him I relaxed and let him do the work for a bit before deciding to make a move. But I couldn't seem to lose him, and he re-passed me again—so I knew it would all be down to the final lap." Bostrom also praised his rival and gave thanks to the fanatical Italian support. "The fans around the back of the track were going crazy, they really helped me keep going."

Bostrom had looked very disappointed going onto the podium but explained that he was exhausted rather than unhappy, saying "I was mentally and physically wore out, it was a very hard and hot race. But I enjoyed the racing and for me that's what racing is really all about."

Benelli showed up at Misano with ex-Aprilia rider Peter Goddard taking the bike out for its first-ever World Superbike race. Goddard was improving steadily on his 27th-place grid position and was lying 16th when the engine failed. GSE rider Hodgson's pole turned into a sixth-place finish as he struggled with lack of power on his 2000-spec Ducati 996RS.

Race two looked set to be a repeat of the first with the fast-starting Bostrom disappearing into the distance in the early laps—he was already over a second up on the following pack at the end of the first lap. He was still doing the disappearing act when the race was red-flagged after a crash by Bertocchi Kawasaki rider Ludovic Holon. The crash left Holon lying on the track, protected from the speeding riders streaming around the tight corner by only a few strawbales. The situation looked very dangerous, but nevertheless officials took more than a lap to call the race to a halt. Pierfrancesco Chili made his opinion of the official's indecision abundantly clear when he marched angrily to the control tower to sound off at them in Italian.

The restart saw Bostrom in no mood to see his efforts in the previous start go to nothing. He again led the pack through turn one and looked set to clear off ahead for the rest of the race. Hodgson was pushed wide by Edwards going into the first turn but recovered to pass the World Champion in turn two.

Bostrom already had a small cushion on the pursuing riders and was riding hard from the start to consolidate his lead. But Hodgson had other plans and made a tremendous charge through the pack on lap one to close the gap on Bostrom. By lap two Hodgson, who was on lap-record pace, had bridged the gap again and lined Bostrom up for a pass at the Curva del Carro early in the lap. As the pair battled around the circuit it

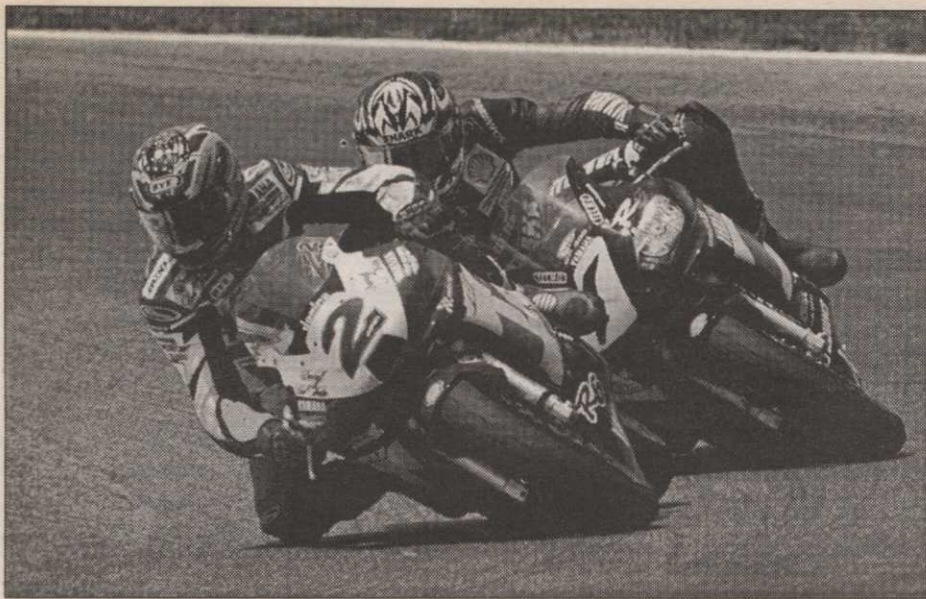
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Reigning Supersport World Champion Jorg Teuchert (1) passed Paolo Casoli (2) to win the Supersport race at Misano; Casoli finished third. Photo by Sports Photography.

was clear that the two shared similar styles, with both riders favoring the loose, sliding style. Bostrom always looks very loose, fishtailing his bike into turns, while Hodgson also likes to slide, backing his bike into the corners, often with the front end sliding hard simultaneously.

Now it was Bostrom's turn to hang on in second and let someone else do all the work. He sat right on Hodgson's tail for the next eight laps before passing him on the brakes going into the Tramonto. At first it looked like it would go to the wire, with Hodgson managing to stay in touch with the hard-charging American. But as the laps counted down it became obvious that Hodgson was having some kind of problems with his GSE Ducati and his lap times began to get steadily worse. This was after Hodgson had set the new racing lap record on the second lap. Then, with only three laps to go, a large strip of rubber peeled off his bike's rear Dunlop. But last year's British Superbike Champion was in no mood for quitting and gritted his teeth and stayed on the track, despite the all-too visible vibration from the rear of his stricken Dunlop. Things got so bad as the final lap arrived that the entire tailsection on his Ducati was shaking violently as he continued to circulate, trying to salvage a few valuable Championship points from the race. Unfortunately he was demoted to 16th in the last few turns, robbing him of any score.

Hodgson was gutted to be miss a podium finish. "What can I say?" said a down-crested Hodgson after the race. "I'm bitterly disappointed. In 11 years of racing I've never experienced anything like that before. A huge chunk of tire just unravelled itself—I'm just lucky it didn't blow" His GSE Ducati teammate, British youngster James Toseland, had a much better race, passing Corser and Chili in the closing stages to finish ninth. His riding earned praise from Chili, who complemented him after the race.

Bostrom suffered no tire problems and kept the hammer down to score his second victory of the season. After the race a jubilant Bostrom took the enthusiastic applause of the home crowd, which is prepared to cheer anyone who puts an Italian bike on the top step of the podium. Behind Bostrom,

Lavilla had moved steadily up the field, passing Edwards on his way to another visit to the podium, this time one that no legal wrangling was going to rob him of. Bayliss had inherited second after Hodgson had gone backwards through the field, something he was happy to acknowledge after the race. "I was gifted second when Hodgson slowed," said Bayliss. "I got a terrible start and it took me ages to get past Lavilla and Antonello. But the weekend proved to be much better than I had expected after last week's tests. I've increased my lead in the title—so it's a good end to a great weekend. But Ben has ridden really well today and I want to congratulate him for this well-deserved win."

The result left Bayliss with a 47-point lead over Edwards, and 71 points over former title leader Corser, who had yet another bad day at the races. "I'm frustrated and very disappointed," said Corser. "Last year I won both races and this year I was lucky to finish both! There's very little to say after a day like today. I had tire problems in the two races—bad in race one and worse in race two. The rear was spinning and then vibrating and I thought about pulling in, but decided to keep going just to get some points. We're going to have a meeting with Aprilia to try and find out what's going on and then try and get it sorted out, because at the moment we're going nowhere. That's it. I hope I'll have more to say after the next round at Laguna Seca in two weeks."

All is not well in the Aprilia pit garage. Despite Corser's insistence that his tires were causing trouble, especially vibration, at several races the mechanics have been unable to find fault, and nothing has been showing up on data-logging. The situation has caused tension in the Aprilia camp and Corser and his team have had several meetings in an attempt to resolve the problems. The former World Champion's mood with his team is a marked contrast to his comments at the first round in Valencia, where he declared the set-up "a rider's dream team".

The good showing by factory test rider Antonello only compounded Corser's problems. "The settings on the bike were perfect and I was aiming

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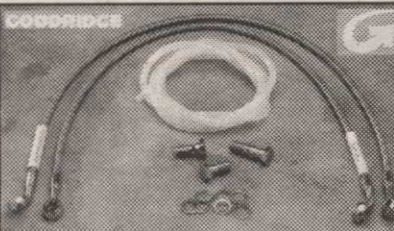
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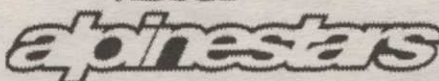
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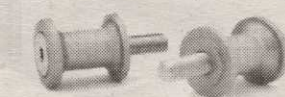


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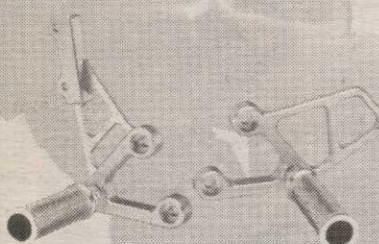
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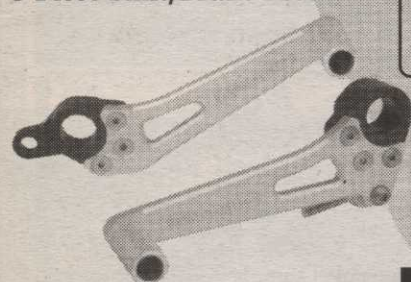
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for an even better position after coming eighth in race one," said Antonello after finishing the second race in a well-deserved fourth place. "I kept up a good pace in the second and think I can still do better. I'm very happy—this is an important result for my career as a rider and I'm looking forward to my next objective: A place on the World Championship podium."

Winner Bostrom's body language was much more positive on the podium this time around. "We made some changes to the bike for race two," explained Bostrom, "so I have to thank my mechanics for giving me a race-winning set-up."

Lavilla was happy to be back on the podium in third again on his Fuchs Kawasaki. "I didn't see the yellow flags in race one so I was very disappointed with the decision," commented the Spanish rider. "But now it doesn't really matter as I have this podium position for definite!"

Edwards suffered a disaster in the second race when he crashed while holding third place. "I didn't do anything different from any other lap and the front just went away from me," Edwards explained. "After that I knew I could do nothing more than wobble around and try and get some points. Luckily the machine wasn't badly damaged in the crash and I was able to rejoin the race."

Edwards finished the race in 11th place, missing out on valuable Championship points while Bayliss piled on more in his mission to win his first Supersport World Championship.

"It's off to Laguna Seca now, my home round and I know what's needed," said Edwards. "Troy (Bayliss) has got a good gap in the points now but I'm still confident of picking up plenty of race wins between now and the last round at Imola in September."

Teuchert Battles For Supersport Race Win

Reigning Supersport World Champion Jorge Teuchert had a race-long battle for victory in the searing heat at Misano. In a battle that involved plenty of fairing bashing, the Wilbers Suspension Yamaha rider took his YZF-R6 to a hard-fought win in front of pole-sitter Iain MacPherson. The Scotsman on the ZX-6R just lost out in the final stages of the race after holding the lead several times during the race on his Fuchs Kawasaki. In typical Supersport style there were seven or eight riders all in with a chance of the race win in the closing stages. The leading pack also included Ten Kate pairing Fabien Foret and Pere Riba, Championship leader Paolo Casoli and former World Superbike rider Katsuki Fujiwara.

Vito Guareschi had been in the fight in the early stages, having taken the holeshot and leading the race for the first lap. But the Italian crashed his Ducati on lap 11. Championship leader Paolo Casoli had also been at the front of the race, but the frantic last-lap sort-out forced him to settle for third.

Behind the leading trio it looked like Riba and Foret would finish fourth and fifth. But Riba crashed his CBR600F4i on the last lap, handing fifth place to young Australian Chris Vermeulen, his best result of the season. The Ten Kate riders were not happy with the level of grip they were getting from their Pirelli tires during the race, Riba explaining. "It was a very hard race. It was very hot and we were all riding on the absolute limit. I am very disappointed to have crashed, especially as the engine and the suspension were working so well—but when you are pushing so hard sometimes you get caught out." His teammate was happier with his fourth-place finish despite suffering wheel-spin throughout the race. All three podium men were using Dunlop rubber, with Vermeulen the first rider home on Michelins.

Kevin Curtain, second in the title going into the race, pulled out early on. He found it impossible to keep on the pace as a result of the serious flesh injury to his left arm sustained in a crash during qualifying. As a result Jorg Teuchert moves up to second in the title, 12 points behind leader Casoli, with Curtain slipping to third.

Oliver Proves It Doesn't Always Take A Suzuki To Win In Superstock After All

Spaniard Daniel Oliver kept his nerve to win a crazy and crash-infested European Superstock Championship race in Misano. With bikes hitting the deck all around, Oliver stayed on board his RSV1000 and gradually hunted down race leader Mark Heckles to grab a brilliant win on the Italian built Aprilia in front of an ecstatic Italian crowd. Heckles succumbed to Oliver's pressure on the final lap after struggling with fading tires in the latter stages of the race.

In a series that has so far been dominated by the GSX-R1000 Suzukis ridden by James Ellison and Walter "Torto" Tortoroglio, it made a dramatic change to see a podium with Aprilia and Honda riders on it. Things might have been different if Tortoroglio and Ellison hadn't got tangled up while fighting for the lead earlier in the race. Ellison lost his front end, then caught it again, only to lose the rear and lowside in the path of Tortoroglio. Both riders went down, with Torto having to be taken off the track on a stretcher. He was later released from hospital with heavy bruising. The result meant that Heckles, who is third in the standings, closed the gap on title leader Ellison and second-place-man Tortoroglio.

Master Webster Wins In Sidecar Again

Steve "Webbo" Webster's dominance of the World Superside Championship isn't reflected in the current point standings. But to eliminate any doubt of his capabilities as a rider, and those of his passenger Paul Woodhead, glance over the results of the last few races. In Superpole at Misano Webbo was a full two seconds faster than current Championship leader Klaus Klaffenbock and passenger Christain Parzer.

In the race Webster did another

disappearing act, finishing over 14 seconds ahead of Klaffenbock to claw back five more Championship points. If Webster wins every remaining race this season and Klaffenbock finishes second in them all, then Webbo will still fall short of the title by five points. "We are going all-out to win every race for the rest of the season," explained Webster. "We'll be pushing Klaffenbock all the way in the hope that he makes a mistake and drops some more points." **RW**

RESULTS

SUPERBIKE WORLD CHAMPIONSHIP RACE ONE: 1. Troy Bayliss, Australia (Duc 996R), 40:23.410, 93.694 mph; 2. Ben Bostrom, USA (Duc 996R), 40:23.892; 3. Colin Edwards, USA (Hon RC51), 40:34.796; 4. Gregorio Lavilla, Spain (Kaw ZX-7RR), 40:36.782; 5. Akira Yanagawa, Japan (Kaw ZX-7RR), 40:39.613; 6. Neil Hodgson, Great Britain (Duc 996RS), 40:39.744; 7. Troy Corser, Australia (Apr RSV1000), 40:39.747; 8. Alessandro Antonello, Italy (Apr RSV1000), 40:44.155; 9. Tadayuki Okada, Japan (Hon RC51), 40:49.459; 10. Ruben Xaus, Spain (Duc 996R), 40:57.514; 11. James Toseland, Great Britain (Duc 996RS), 40:57.822; 12. Pierfrancesco Chili, Italy (Suz GSX-R750), 41:02.513; 13. Steve Martin, Australia (Duc 996RS), 41:13.432; 14. Stephane Chambon, France (Suz GSX-R750), 41:19.061; 15. Alex Gramigni, Italy (Yam YZF-R7), 41:20.616; 16. Bertrand Stey, France (Hon RC51), 41:28.513; 17. Marco Bortolani, Italy (Duc 996RS), 41:30.124; 18. Michele Malatesta, Italy (Kaw ZX-7RR), 41:36.246; 19. Martin Cragill, Australia (Duc 996RS), 41:41.772; 20. L. Pasini, Italy (Duc 996R), 41:47.140; 26. Régis Laconi, France (Apr RSV1000), 17 laps, DNF, entered pits; 31. Broc Parkes, Australia (Duc 996RS), 5 laps, DNF, retired. Race Distance, 25 laps, 63.0-72 miles; Race Time, 40 minutes, 23.410 seconds; Race Average Speed, 93.694 mph; Victory Margin, 0.482-second; Fastest Lap, Bayliss, 1:36.090, 94.519 mph, Lap 2.

SUPERBIKE WORLD CHAMPIONSHIP RACE TWO: 1. Bostrom, 40:20.677, 93.800 mph; 2. Bayliss, 40:28.224; 3. Lavilla, 40:33.160; 4. Antonello, 40:35.746; 5. Okada, 40:38.727; 6. Xaus, 40:47.589; 7. Parkes, 40:50.265; 8. Toseland, 40:51.539; 9. Corser, 40:53.869; 10. Chili, 40:59.171; 11. Edwards, 41:07.851; 12. Gramigni, 41:12.824; 13. Chambon, 41:16.796; 14. Giovanni Busset, Italy (Duc 996RS), 41:18.396; 15. Sanchini, 41:19.968; 16. Hodgson, 41:20.819; 17. P. Blora, Italy (Duc 996R), 41:26.949; 18. Stey, 41:30.905; 19. Juan Borja, Spain (Yam YZF-R7), 41:46.388; 20. Jiri Mrkvka, Czech Republic (Duc 996RS), 24 laps; 21. Laconi, 21 laps, DNF; 22. Yanagawa, 18 laps, DNF; 24. Martin, 14 laps, DNF. Race Distance, 25 laps, 63.072 miles; Race Time, 40 minutes, 20.677 seconds; Race Average Speed, 93.800 mph; Victory Margin, 7.547 seconds; Fastest Lap, Hodgson, 1:35.403, 95.200 mph, Lap 2.

SUPERBIKE WORLD CHAMPIONSHIP QUALIFYING: 1. Bayliss, 1:35.236, 95.367 mph; 2. Okada, 1:35.351; 3. Antonello, 1:35.464; 4. Corser, 1:35.488; 5. Bostrom, 1:35.496; 6. Hodgson, 1:35.527; 7. Edwards, 1:36.007; 8. Xaus, 1:36.181; 9. Lavilla, 1:36.183; 10. Toseland, 1:36.284; 11. Lucio Pedercini, Italy (Duc 996RS), 1:36.369; 12. Martin, 1:36.454; 13. Laconi, 1:36.456; 14. Chili, 1:36.593; 15. Yanagawa, 1:36.612; 16. Sanchini, 1:36.640; 17. Robert Ulm, Austria (Duc 996RS), 1:36.664; 18. Gramigni, 1:36.805; 19. Parkes, 1:36.875; 20. Bortolani, 1:37.008.

SUPERBIKE WORLD CHAMPIONSHIP SUPERPOLE: 1. Hodgson, 1:35.235, 95.368 mph; 2. Corser, 1:35.396; 3. Edwards, 1:35.532; 4. Bostrom, 1:35.665; 5. Laconi, 1:35.834; 6. Bayliss, 1:35.906; 7. Lavilla, 1:36.074; 8. Antonello, 1:36.464; 9. Martin, 1:36.339; 10. Yanagawa, 1:36.344; 11. Okada, 1:36.352; 12. Xaus, 1:36.459; 13. Chili, 1:36.799; 14. Toseland, 1:36.831; 15. Pedercini, 1:37.457; 16. Sanchini, 1:38.002.

SUPERBIKE WORLD CHAMPIONSHIP POINT STANDINGS (After 15 of 25 races, all 25 count): 1. Bayliss, 250 points; 2. Edwards, 203 points; 3. Corser, 179 points; 4. Chili, 153 points; 5. Bostrom, 147 points; 6. Hodgson, 141 points; 7. Lavilla, 116 points; 8. Yanagawa, 110 points; 9. Okada, 100 points; 10. Chambon, 80 points.

CORONA SUPERSPORT WORLD CHAMPIONSHIP: 1. Jorg Teuchert, Germany (Yam YZF-R6), 38:26.298, 90.576 mph; 2. Iain MacPherson, Great Britain (Kaw ZX-6R), 38:26.382; 3. Paolo Casoli, Italy (Yam YZF-R6), 38:26.717; 4. Fabien Foret, France (Hon CBR600F4i), 38:28.758; 5. Chris Vermeulen, Australia (Hon CBR600F4i), 38:29.931; 6. Kat-suaki Fujiwara, Japan (Suz GSX-R600), 38:30.362; 7. Jamie Whitham, Great Britain (Yam YZF-R6), 38:34.353; 8. Andrew Pitt, Australia (Kaw ZX-6R), 38:44.829; 9. Karl Muggeridge, Australia (Suz GSX-R600), 38:44.936; 10. Piergiorgio Bontempi, Italy (Yam YZF-R6), 38:45.297; 11. Nello Russo, Italy (Yam YZF-R6), 38:45.423; 12. Christophe Cogan, France (Yam YZF-R6), 38:45.543; 13. Alessio Corradi, Italy (Yam YZF-R6), 38:58.788; 14. Camillo Mariottini, Italy (Duc 748), 39:01.983; 15. Werner Daemen, Belgium (Yam YZF-R6), 39:02.139; 16. Shannon Johnson, Australia (Hon CBR600F4i), 39:02.390; 17. Dean Thomas, Australia (Duc 748), 39:03.593; 18. Christer Lindholm, Sweden (Yam YZF-R6), 39:10.228; 19. Jan Hanson, Sweden (Yam YZF-R6), 39:11.063; 20. David Bulega, Italy (Yam YZF-R6), 39:11.508; 23. Pere Riba, Spain (Hon CBR600F4i), 22 laps, DNF; 27. Vittorio Iannuzzo, Italy

(Suz GSX-R600), 10 laps, DNF; 29. Vittorio Guareschi, Italy (Duc 748), 10 laps, DNF, crashed; 30. Kevin Curtain, Australia (Hon CBR600F4i), 9 laps, DNF, entered pits. Race Distance, 23 laps, 58.026 miles; Race Time, 38 minutes, 26.298 seconds; Race Average Speed, 90.576 mph; Victory Margin, 0.084-second; Fastest Lap, MacPherson, 1:39.253, 91.507 mph, Lap 5.

CORONA SUPERSPORT WORLD CHAMPIONSHIP QUALIFYING: 1. MacPherson, 1:38.125, 92.559 mph; 2. Riba, 1:38.191; 3. Teuchert, 1:32.253; 4. Fujiwara, 1:38.442; 5. Casoli, 1:38.518; 6. Guareschi, 1:38.520; 7. Foret, 1:38.620; 8. Iannuzzo, 1:38.638; 9. Vermeulen, 1:38.640; 10. Pitt, 1:38.678; 11. Fabrizio Pirovano, Italy (Suz GSX-R600), 1:38.854; 12. Christian Kellner, Germany (Yam YZF-R6), 1:38.931; 13. Adam Fergusson, Australia (Hon CBR600F4i), 1:38.976; 14. Cogan, 1:39.035; 15. Thomas, 1:39.054; 16. Whitham, 1:39.105; 17. Corradi, 1:39.206; 18. Russo, 1:39.246; 19. Bontempi, 1:39.297; 20. Daemen, 1:39.343.

CORONA SUPERSPORT WORLD CHAMPIONSHIP POINT STANDINGS (After 7 of 11 races, all 11 count): 1. Casoli, 100 points; 2. Teuchert, 88 points; 3. Curtain, 81 points; 4. Pitt, 80 points; 5. Muggeridge, 64 points; 6. Riba, 53 points; 7. MacPherson, 49 points; 8. Whitham, 47 points; 9. Bontempi, 45 points; 10. Guareschi, 43 points.

AXO SUPERSTOCK EUROPEAN CHAMPIONSHIP: 1. Daniel Oliver, Spain (Apr RSV1000), 20:19.359, 89.382 mph; 2. Mark Heckles, Great Britain (Hon CBR929RR), 20:20.033; 3. Giacomo Romanelli, Italy (Suz GSX-R1000), 20:23.702; 4. Benny Jerzenbeck, Germany (Suz GSX-R1000), 20:31.750; 5. Dario Tosolini, Italy (Duc 996S), 20:33.617; 6. Gianluca Battisti, Italy (Suz GSX-R1000), 20:49.540; 7. Raffaello Fabbri, Italy (Hon CBR929RR), 20:53.329; 8. Michael Weymand, Belgium (Yam YZF-R1), 20:53.643; 9. Riccardo Ricci, Italy (Suz GSX-R1000), 20:54.022; 10. Benjamin Nabert, Germany (Suz GSX-R1000), 20:54.336; 11. Ludovic Fourreau, France (Suz GSX-R1000), 20:59.269; 12. Yann Gyger, Switzerland (Hon CBR929RR), 21:02.611; 13. Lorenzo Mauri, Italy (Duc 996S), 21:03.397; 14. John Bakker, Holland (Duc 996S), 21:03.725; 15. Alex Martinez, Spain (Apr RSV1000R), 21:05.151; 16. Francesco Rafanelli, Italy (Hon CBR929RR), 21:15.874; 17. Steve Coopman, Belgium (Yam YZF-R1), 21:21.110; 18. Niklas Carlberg, Sweden (Yam YZF-R1), 21:21.287; 19. Gianluca Vizziello, Italy (Yam YZF-R1), 10 laps, DNF, crashed; 21. Andy Notman, Great Britain (Suz GSX-R1000), 9 laps, DNF, crashed; 23. James Ellison, Great Britain (Suz GSX-R1000), 6 laps, DNF, crashed; 24. Walter Tortoroglio, Italy (Suz GSX-R1000), 6 laps, DNF, crashed; 26. Markus Wegscheider, Italy (Suz GSX-R1000), 5 laps, DNF, crashed; 29. Oliver Four, France (Hon CBR929RR), 1 lap, DNF, crashed. Race Distance, 12 laps, 30.275 miles; Race Time, 20 minutes, 19.359 seconds; Race Average Speed, 89.382 mph; Victory Margin, 0.674-second; Fastest Lap, Ellison, 1:40.322, 90.532 mph, Lap 6.

AXO SUPERSTOCK EUROPEAN CHAMPIONSHIP QUALIFYING: 1. Tortoroglio, 1:40.221, 90.624 mph; 2. Heckles, 1:40.876; 3. Mauri, 1:41.157; 4. Romanelli, 1:41.372; 5. Four, 1:41.663; 6. Oliver, 1:41.739; 7. Vizziello, 1:41.802; 8. Notman, 1:41.949; 9. Ellison, 1:42.016; 10. Jerzenbeck, 1:42.063; 11. Nabert, 1:42.141; 12. Tosolini, 1:42.491; 13. Wegscheider, 1:42.590; 14. Didier Vankeymeulen, Belgium (Hon CBR929RR), 1:42.620; 15. Alfonsi, 1:42.694; 16. Weymand, 1:42.741; 17. Paul Mooijman, Holland (Yam YZF-R1), 1:42.851; 18. Ricci, 1:42.900; 19. Enrico Pasini, Italy (Duc 996S), 1:43.093; 20. Gunter Knobloch, Austria (Yam YZF-R1), 1:43.207.

AXO SUPERSTOCK EUROPEAN CHAMPIONSHIP POINT STANDINGS (After 5 of 8 races, all 8 count): 1. Ellison, 95 points; 2. Tortoroglio, 85 points; 3. Heckles, 62 points; 4. Jerzenbeck, 56 points; 5. Tosolini, 47 points; 6. Oliver, 44 points; 7. Alfonsi, 34 points; 8. TIE, Romanelli/Marty Nutt, 31 points; 10. Wegscheider, 27 points.

SIDECAR WORLD CUP: 1. Steve Webster/Paul Woodhead, Great Britain/Great Britain (Suz), 38:50.739, 89.626 mph; 2. Klaus Klaffenbock/Christian Parzer, Austria/Austria (Suz), 39:05.684; 3. Jorg Steinhilber/Hopkinson, Germany (Suz), 40:02.252; 4. Tom Hanks/Phil Biggs, Great Britain/Great Britain (Suz), 20:06.718; 5. Stuart Muldoon/Crone, Great Britain (Yam), 22 laps; 6. Schroder/Wafler, Switzerland (Suz), 22 laps; 7. Cameron/Harper, Great Britain (Suz), 22 laps; 8. Kurth Liechti/Daniel Locher, Switzerland/Switzerland (Kaw), 22 laps; 9. Eilers/Kogelmann, Germany (Suz), 22 laps; 10. Hayakawa/Engel, Japan (Suz), 22 laps; 11. Founds/Founds, Great Britain (Yam), 22 laps; 12. Mattoni/Tonelli, Italy (Suz), 21 laps; 13. Morrisey/Gusman, Great Britain (Yam), 21 laps; 14. Steenberg/Steenbergen, Holland (Suz), 21 laps; 15. Delannoy/Vannier, France (Suz), 21 laps; 16. Ian Guy/Andy Peach, Great Britain/Great Britain (Suz), 16 laps, DNF, retired; 17. Roscher/Neubert, Germany (Suz), 14 laps, DNF, retired; 18. Fleury/Laidlow, New Zealand (Suz), 7 laps, DNF, mechanical; 19. Hall/Wood, Great Britain (Suz), 6 laps, DNF, entered pits; 20. Steve Abbott/Jamie Biggs, Great Britain/Great Britain (Yam), 3 laps, DNF, mechanical. Race Distance, 23 laps, 58.026 miles; Race Time, 38 minutes, 50.739 seconds; Race Average Speed, 89.626 mph; Victory Margin, 14.945 seconds; Fastest Lap, Webster/Woodhead, 1:39.205, 91.552, Lap 8.

SIDECAR WORLD CUP POINT STANDINGS (After 5 of 5 races, all 5 count): 1. Klaffenbock, 95 points; 2. Webster, 70 points; 3. Steinhilber, 55 points; 4. Abbott, 53 points; 5. Hanks, 45 points; 6. Liechti, 43 points; 7. Muldoon, 41 points; 8. Schroder, 34 points; 9. Roscher, 32 points; 10. TIE, Hauzenberger/Eilers, 31 points.

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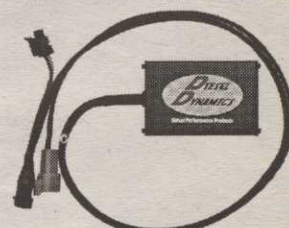
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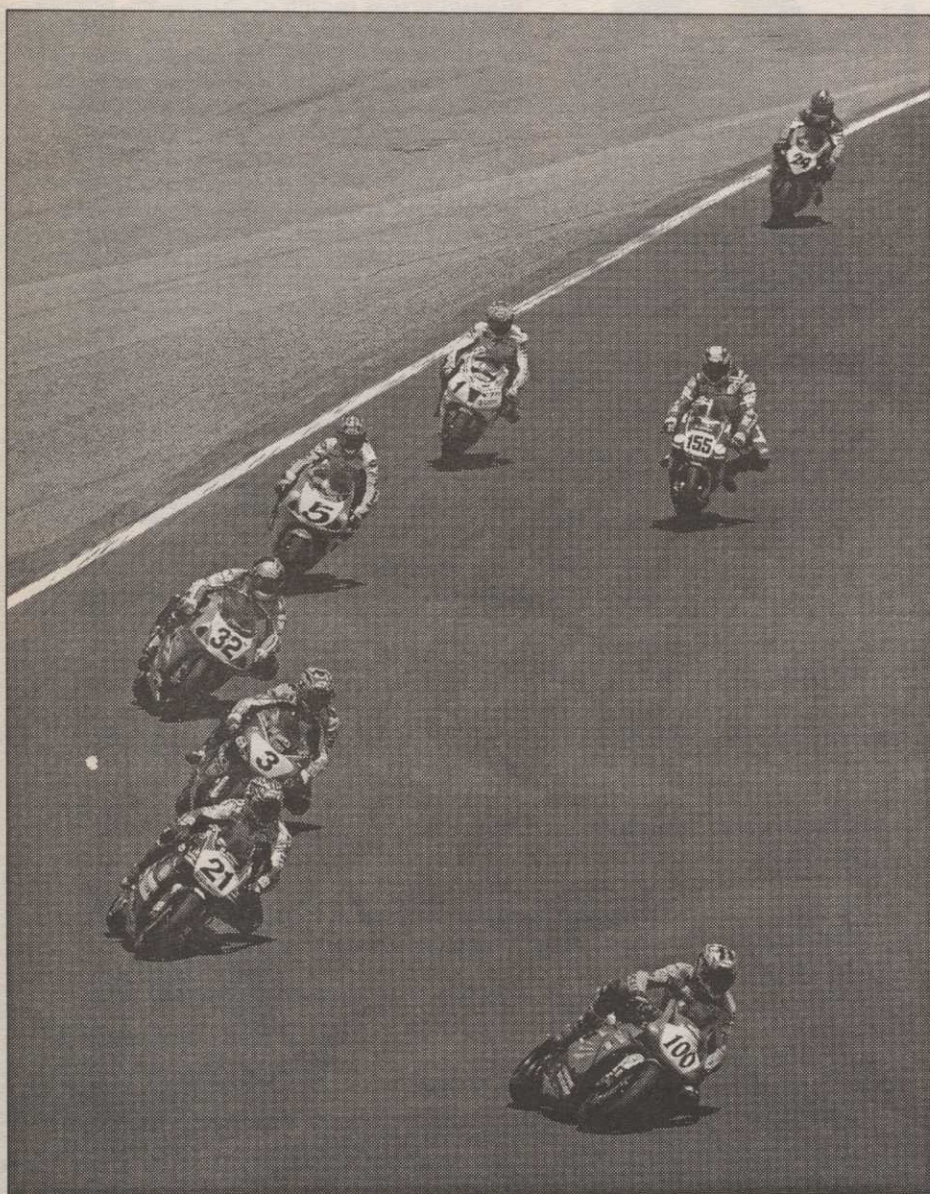
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Ben Bostrom's Home-race Home Run

By Glenn LeSanto



Neil Hodgson (100) leads the first World Superbike race at Laguna Seca, chased by Troy Bayliss (21), Troy Corser (3), Eric Bostrom (32), Akira Yanagawa (5), Ben Bostrom (155), Colin Edwards (1) and Stéphane Chambon (24). Photo by Brian J. Nelson.

There could be no better place for Ben Bostrom to score his first-ever double race win in the World Superbike Championship than at his home track, Laguna Seca. To the delight of the 91,000 fans who attended the three-day event that's exactly what the former American Superbike Champion did, taking two clear wins on his L&M Ducati. Bostrom had dominated the entire World Superbike weekend, heading the qualifying timesheets on Friday and Saturday, and then winning Superpole. The two wins mean that the 27-year-old, who now lives in Temecula, California, has recorded three straight wins in the series and must be considered the man of the moment. Bostrom was in great form from the start of the season, but injuries to his knee and shoulder sustained in a high-speed crash at Monza checked his pace for a few races; now that he is almost fully fit again, he's proving hard to beat on the racetrack.

Ben Bostrom's younger brother, Eric, was riding as a wild card World Superbike entry for the U.S.-based Kawasaki Motorsports team, and was also competing in the AMA Championship races that accompanied the

World Superbike round on the weekend's timetable. The two brothers seem to feed off one-another and the pair started the weekend by qualifying first and second in Friday's timed session. Eric spent most of the session at the head of the time sheet but as it drew to a close Ben Bostrom pulled himself up to provisional pole. Then, with only a minute left on the clock, Eric Bostrom put his Kawasaki ZX-7R back in front—only to see his brother Ben run a faster time in the final seconds of the session. Ben Bostrom finished just a few tenths of a second quicker than his brother with a fastest lap at 1:25.248 compared to Eric's 1:25.556. The pair's lap times were half-a-second faster than the rest of the pack, with Ben's time being three-quarters-of-a-second faster than third-fastest Troy Bayliss. Dunlop uses Laguna Seca as a test track, so it was no surprise to see two Dunlop riders on the top of the time sheet and a total of no less than eight Dunlop users in the top 10.

Third-fastest-man Bayliss on the Infostrada Ducati had spent much of the session languishing way down the order. But with the clock ticking

down the final moments he got out on the track to put himself onto the provisional front row with a lap at 1:26.075, the quickest rider on Michelins. Colin Edwards was fourth-fastest on the Castrol Honda, also on Michelin tires. British rider Neil Hodgson, riding the GSE Ducati on Dunlop tires, had spent most of the session on the provisional front row, only to be demoted down to fifth as the session drew to a close. Troy Corser, the subject of much speculation recently in the Italian press regarding an alleged drop-off in form recently, finished the session sixth-fastest on the Axo Aprilia.

The pattern continued on Saturday, with Ben Bostrom on top. Troy Bayliss, who led the title challenge going into Laguna, squeezed Eric Bostrom out of the number two slot with a flying lap just as the clock ticked away the final seconds. Although he dipped into the 1:25 territory, Bayliss wasn't quite fast enough to demote Ben Bostrom from top slot. Only five riders got into the 1:25s; both Bostrom brothers, Bayliss, Corser and Doug Chandler, Eric Bostrom's U.S. Kawasaki teammate.

On Saturday, the Bostrom brothers failed to improve on their Friday times, while Bayliss shaved half-a-second off his fastest time set in Friday's qualifying. Troy Corser also improved his time, turning a 1:25.749 lap on race tires, jumping from sixth to fourth on the grid in the process. Chandler qualified fifth in front of Edwards.

Ben Bostrom held onto his pole position despite pressure from Hodgson in Superpole. Bostrom, who rode his Superpole lap last after qualifying fastest, managed to beat Hodgson's time by nearly two-tenths-of-a-second. Corser qualified third and Eric Bostrom was fourth-fastest, to complete the front row.

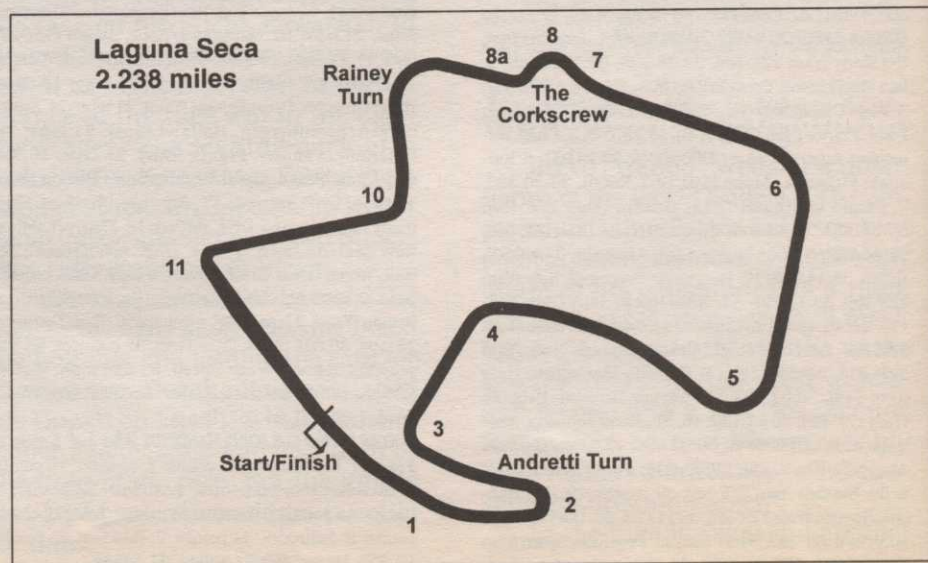
Bayliss slipped back to fifth, on the second row. Edwards who, in his own words, always "shoots for the front row", missed his target at Laguna to start in sixth, in front of James Toseland in seventh. Pierfrancesco Chili completed the second row.

On Sunday the fans poured into Laguna Seca Raceway to watch what

the organizers claim was the best-attended World Superbike round ever held in the U.S. Two great races and two wins by home rider Ben Bostrom rewarded them. Bostrom didn't make it easy on himself in the first race, giving away his pole advantage with a poor start that saw him way down the field going through the first few corners. Bostrom later admitted that he "fell asleep" on the grid and only woke up as the rest of the pack flew by. By the end of lap one Bostrom was still down in sixth place and meanwhile Hodgson grabbed the holeshot on his GSE Ducati, followed closely by Bayliss and Corser. Corser overhauled Bayliss on lap two, followed past Bayliss three laps later by Ben Bostrom. Corser and Bostrom set off after Hodgson, who was by now around a-second-and-a-half ahead.

Lap three saw disaster for Akira Yanagawa when Colin Edwards forced him wide in the Corkscrew. Yanagawa ran off the track, and when he made it back onto the tarmac he lost the rear end as he put the power on. His bike was thrown into the path of Pierfrancesco Chili in the second part of the turn, who was launched into the air and fell heavily and was taken to the medical center suffering from heavy bruising in the groin and wrist. After the race Yanagawa claimed that Edwards had banged into him three times, the final clash being the one that sent him wide at the Corkscrew. (After the race, Edwards apologized to Yanagawa, according to Kawasaki mechanic Rob Roston.) The pair had been battling for fifth place at the time.

Behind the three leaders, Bayliss was a little in front of Eric Bostrom who was in turn battling with Edwards for fifth position; Eric Bostrom had caught up with Edwards as a result of the Corkscrew incident. But the Corkscrew bit back at Edwards when he ran his Castrol Honda off the track in the first part of the turn on lap 17. This handed fifth to Eric Bostrom, who had been putting his fellow American under a lot of pressure. The three finished with Bayliss in fourth, Eric Bostrom fifth and Edwards, unable to recover the last ground due to a lack of traction, back in sixth.



Corser and Bostrom caught up with Hodgson by lap 17. It wasn't so much a case of Hodgson fading as Corser and Bostrom improving their times to narrow the gap. Corser set the best race lap of 1:26.144 on lap 15, compared to Hodgson's fastest race lap of 1:26.314. On lap 20 Ben Bostrom squeezed past Corser going into the Corkscrew with a fantastic pass that only a rider with intimate circuit knowledge, and a good deal of courage, could make. On the next lap the hard-charging Ben Bostrom lined up Hodgson for a pass, again going into the Corkscrew, but this time he outbraked himself and almost rammed Hodgson, then ran wide on the exit, allowing Hodgson breathing room in front. The American was soon back and made it count on lap 22, putting a pass on Hodgson in exactly the same spot; Hodgson had been trying to defend his position going into the Corkscrew but missed his braking marker and got in too hot. He ran wide, giving Ben Bostrom just the little bit of room he needed to get by and snatch the lead.

Ben Bostrom immediately piled on the pressure and soon he had built up a gap on the pursuing Hodgson and Corser. Bostrom kept up the pace to win again at Laguna Seca—where he won while riding a Ducati as a wild card rider back in 1999, for his first-ever World Superbike race win. This time, heading for his second win at Laguna Seca on the final lap, Bostrom had enough of a gap that he had time to

been the most light-hearted post-race interview of the season. Hodgson explained his feelings when he realized that Bostrom was catching him. "I saw 'BOS' on my pit board and thought 'oh no! Not again!' I knew that as long as I didn't make a mistake it would be hard for Ben to pass, and then I went and made a mistake!" The race hadn't gone according to plan, Hodgson explained, saying "I hadn't planned to lead, I intended to follow Bostrom and nip past him on the last lap. When I found myself nearly a second in the lead early in the race I had to change my plan and tried to relax." When asked if he had any set-up or tire changes planned for race two Hodgson joked, "I've asked my mechanics to fit a bigger engine!"

Corser had the best seat in the house to witness Bostrom's efforts to pass Hodgson. "Ben nearly crashed into the back of Neil at the Corkscrew, which would have suited me," joked Corser. "But once Bostrom got past he was head down and bum up and there was no stopping him. I'm hoping for a better start in race two."

Ben Bostrom was greeted at the post race interview by rapturous yells, screams and cheers from the massive American crowd. "I had a bad start," explained Bostrom, "that left me with a lot of work to do. I have to thank the crowd here, as they've been a great help. I'm not much of a morning person but these guys have lifted me every morning with their smiles and cheers."



Reigning Superbike World Champion Colin Edwards (1) qualified sixth, finished sixth in both World Superbike races at Laguna Seca, and holds second in World Superbike point standings. Photo by Brian J. Nelson.

wave to the crowd in the Corkscrew before crossing the line pulling a huge wheelie, still 1.337 seconds ahead of Hodgson.

Hodgson managed to hold off a determined challenge from Corser to take another podium position on his GSE Ducati.

With Bayliss fourth and Edwards finishing sixth, Corser's podium place meant he closed the points deficit on title leader Bayliss. Ben Bostrom overhauled Chili in fourth place in the Championship as a result of the Italian's crash. After race one, Bayliss led the title chase with 263 points to Edward's 213. Corser, in third, had 195 points while Ben Bostrom held fourth with 172 points. Hodgson also overtook the hapless Chili to take fifth in the series, with 161 points.

After the race, in what must have

I could hear them cheering as I was lapping and that kept me really motivated during the race. I have to thank Neil for doing all the hard work in that race, it's easier when someone else plays the rabbit to chase. I had a hard job passing my brother Eric and I didn't want to put a hard pass on him to put him off. If I had put him down then the biggest race of the day would have been everyone running to the pits to see the family bust up afterwards. I'm also going to make some changes for race two, like Neil, I'm asking for that bigger engine!"

In race two Ben Bostrom got the start he wanted and capitalized on his pole position to take the lead early on the first lap. He had to fight with Hodgson for the lead in the first two corners,

continued on page 36

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but Bostrom got the better of the battle when Hodgson ran wide in turn two and Bostrom was soon disappearing into the distance. Behind him, Hodgson got into an almighty scrap for second with Edwards. Corser soon joined the pair and the three battled over second for the next few laps with Corser getting past Hodgson first. They continued swapping places for the next couple of laps and while all three riders fought over second place Bostrom made his escape up front.

Hodgson forced his way past Corser's Aprilia to take third on lap four, and then started harrying second-place man Edwards. Hodgson got into second momentarily on lap six only for Corser and Edwards to force their way back through, with Corser getting the better of the scrap to take sec-

ond. The battle was allowing Ben Bostrom to clear off in the lead and brother Eric to catch the trio to join the fight. Hodgson and Edwards tripped each other up for a couple of laps and that allowed Corser to make a small break. Hodgson forced his way back by Edwards on lap seven and this time made it stick until the end of the race, holding onto third for his second podium appearance of the meeting. Edwards found himself one place further down when on lap eight Eric Bostrom did the 'Bostrom pass' going through the first part of the corkscrew to grab fourth. His maneuver was identical to the one his brother Ben had used on Corser and Hodgson in race one.

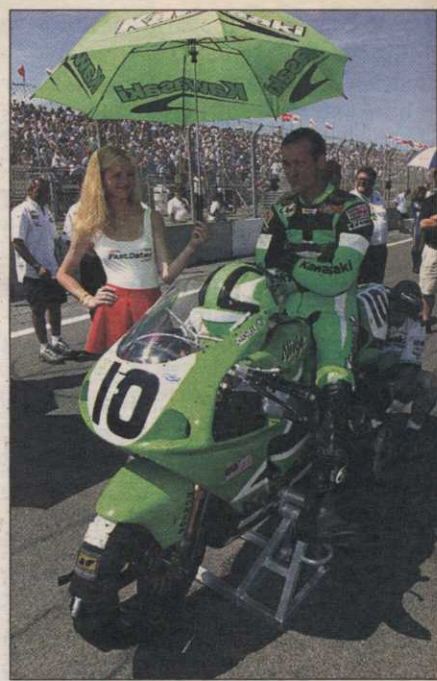
Further back, Toseland was having his best World Superbike race ever, battling with factory riders Tady Okada, Régis Laconi and Akira Yanagawa for seventh place. The 20-year-old Toseland, from Yorkshire, England, got the better of the battle for his personal best World

Superbike race finish in seventh—only 0.2-second behind World Champion Colin Edwards. Toseland's pressure on Okada forced the former GP rider into a big mistake when he overshot turn six to take a ride in the outfield. Okada stayed on to finish the race in 11th.

Toseland was happy with his finish but couldn't hide his disappointment at not having overhauled Edwards, who he had been catching at a rate of two-tenths a lap. "If only we'd had a couple more laps," smiled Toseland.

Bayliss ran a steady race; he was unable to close on the leaders but he slipped by Edwards on lap 20 to take fifth and then by Eric Bostrom on lap 22 for fourth. Bayliss held onto fourth for the rest of the race in front of a fading Edwards—a vital result for Bayliss as Edwards was his nearest points rival in the Championship.

Ben Bostrom, meanwhile, was completely in control at the front of the race. Corser was pushing the Ameri-



Wild card entry Doug Chandler (10) finished ninth in the first World Superbike race at Laguna Seca, but DNF the second race. Photo by Brian J. Nelson.



Ben Bostrom (155) and Troy Corser (3) ran down early leader Neil Hodgson in the first World Superbike race at Laguna Seca, with Bostrom soon getting past to win with Hodgson hanging on to second place. Photo by Brian J. Nelson.

can hard but Bostrom watched his pit board and responded to the pressure, maintaining a gap of around two seconds. He crossed the line to record only the second double race win in the history of World Superbike at Laguna Seca, the first being earned by another American, John Kocinski, in 1997. Corser held on for second, with Hodgson third, making it a repeat of the podium for race one but with just a slight order change.

Almost unnoticed by the commentators and the huge crowd, a little bit of history was being enacted back in 15th place when Peter Goddard slipped over the line to take the first Championship point for the all new Benelli Tornado. Benelli's owner, Andrea Merloni commented, "Now we are in the manufacturer's standings, this is very satisfying to us all."

Meanwhile Ben Bostrom was celebrating his own piece of history, his first-ever double World Superbike win. He couldn't have chosen a better location, at his home track and in front of a huge crowd. "The crowd was worth a second a lap," grinned Bostrom. "I wanted a good start and me and Neil nearly took each other out in the fight for the first corner! But I got lucky and got a gap while the others got stuck



Ben Bostrom, the winner of both World Superbike races at Laguna Seca. Photo by Brian J. Nelson.



In the second Laguna Seca World Superbike race, Eric Bostrom (32) beat Colin Edwards (1) and James Toseland (52) for fifth place. Photo by Brian J. Nelson.

into a real dogfight behind me." Then Bostrom took a long pause before admitting, "it's a little hard to talk right now, I'm a little high on life. It's been the best 4th of July weekend of my life!" He had a few words for his brother, who had finished fifth in both races, saying "It's hard for people to see all the details, like the difference between his bike and the regular guys, so Eric has done an awesome job here today. He rode fantastic—I'm super proud of him. The only thing that could have made the weekend better would have been if Eric had crossed the line right behind me in both races."

Second-place Corser had some words for his doubters after the race, saying "I came here with a lot of pressure on me. I had been told that I had to try to win here. I don't know what they were thinking of as I always try my hardest to win. But no one was going to beat Ben here today, and even I could hear the crowd screaming for him. I tried to close the gap on him but he was reading his board like a smart guy and responded to all my pressure. Once I got ahead of Edwards and Hodgson I pushed very hard—but not so hard that I crashed!"

Hodgson was in high spirits, telling reporters, "That was a really enjoyable race. I hadn't wanted to let Ben go but I got caught up in a huge dice with Edwards and Corser. Sometimes racing can be a little boring if you're riding around on your own, but that was great fun. But I lost time in the dice and burnt up the tires a bit. I tried really hard to catch Ben but even the big engine didn't help," he joked, referring to his quip made after the first race. **RW**

RESULTS

SUPERBIKE WORLD CHAMPIONSHIP RACE ONE: 1. Ben Bostrom, USA (Duc 996R), 40:32.161, 92.971 mph; 2. Neil Hodgson, Great Britain (Duc 996RS), 40:33.498; 3. Troy Corser, Australia (Apr RSV1000), 40:35.084; 4. Troy Bayliss, Australia (Duc 996R), 40:48.890; 5. Eric Bostrom, USA (Kaw ZX-7RR), 40:50.586; 6. Colin Edwards, USA (Hon RC51), 41:02.923; 7. Ruben Xaus, Spain (Duc 996R), 41:05.610; 8. Tadayuki Okada, Japan (Hon RC51), 41:06.532; 9. Doug Chandler, USA (Kaw ZX-7RR), 41:07.799; 10. James Toseland, Great Britain (Duc 996RS), 41:09.778; 11. Régis Laconi, France (Apr RSV1000), 41:10.121; 12. Gregorio Lavilla, Spain (Kaw ZX-7RR), 41:16.522; 13. Broc Parkes, Australia (Duc 996RS), 41:19.517; 14. Steve Martin, Australia (Duc 996RS), 41:21.278; 15. Giovanni Bussei, Italy (Duc 996RS), 41:28.231; 16. Lucio Pedercini, Italy (Duc 996RS), 41:34.003; 17. Robert Ulm, Austria (Duc 996RS), 41:38.503; 18. Peter Goddard, Australia (Benelli Tornado 900), 41:39.263; 19. Mauro Sanchini, Italy (Duc 996RS), 41:47.060; 20. Marco Borciani, Italy (Duc 996RS), 41:47.155; 26. Akira Yanagawa, Japan (Kaw ZX-7RR), 2 laps, DNF, crashed; 27. Pierfrancesco Chili, Italy (Suz GSX-R750), 2 laps, DNF, crashed. Race Distance, 28 laps, 62.811 miles; Race Time, 40 minutes, 32.161 seconds; Race Average Speed, 92.971 mph; Victory Margin, 1.337 seconds; Fastest Lap, Corser, 1:26.144, 93.747 mph, Lap 15.

SUPERBIKE WORLD CHAMPIONSHIP RACE TWO: 1. B. Bostrom, 40:31.320, 93.003 mph; 2. Corser, 40:33.680; 3. Hodgson, 40:46.630; 4. Bayliss, 40:49.448; 5. E. Bostrom, 40:49.904; 6. Edwards, 40:50.126; 7. Toseland, 40:50.399; 8. Yanagawa, 40:50.717; 9. Laconi, 41:02.067; 10. Xaus, 41:05.419; 11. Okada, 41:06.116; 12. Stephane Chambon, France (Suz GSX-R750), 41:15.743; 13. Martin, 41:19.623; 14. Parkes, 41:31.388; 15. Goddard, 41:32.323; 16. Ulm, 41:42.865; 17. Borciani, 41:54.981; 18. Sanchini, 41:59.463; 19. Martin Cragill, Australia (Duc 996RS), 41:59.935; 20. Bertrand Stey, France (Hon RC51), 27 laps; 25. Chandler, 9 laps, DNF, retired; 27. Chili, 1 lap, DNF, retired. Race Distance, 28 laps, 62.811 miles; Race Time, 40 minutes, 31.320 seconds; Race Average Speed, 93.003 mph; Victory Margin, 2.360 seconds; Fastest Lap, B. Bostrom, 1:26.210, 93.675 mph, Lap 2.

SUPERBIKE WORLD CHAMPIONSHIP QUALIFYING: 1. B. Bostrom, 1:25.248, 94.732 mph; 2. Bayliss, 1:25.435; 3. E. Bostrom, 1:25.556; 4. Corser, 1:25.749; 5. Chandler, 1:25.907; 6. Edwards, 1:26.112; 7. Hodgson, 1:26.163; 8. Okada, 1:26.455; 9. Chili, 1:26.514; 10. Toseland, 1:26.598; 11. Laconi, 1:26.605; 12. Chambon, 1:26.706; 13. Xaus, 1:26.753; 14. Yanagawa, 1:26.784; 15. Martin, 1:26.867; 16. Lavilla, 1:26.901; 17. Ulm, 1:26.902; 18. Sanchini, 1:27.056; 19. Borciani, 1:27.191; 20. Pedercini, 1:27.192.

SUPERBIKE WORLD CHAMPIONSHIP SUPERPOLE: 1. B. Bostrom, 1:25.705, 94.227 mph; 2. Hodgson, 1:25.863; 3. Corser,

continued on page 38

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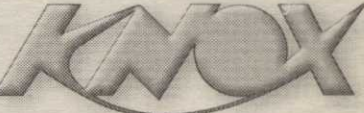
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1:25.866; 4. E. Bostrom, 1:26.120; 5. Bayliss, 1:26.242; 6. Edwards, 1:26.274; 7. Toseland, 1:26.762; 8. Chili, 1:26.818; 9. Okada, 1:27.045; 10. Chandler, 1:27.061; 11. Yanagawa, 1:27.203; 12. Laconi, 1:27.281; 13. Chambon, 1:27.400; 14. Xaus, 1:27.574; 15. Martin, 1:27.591; 16. Lavilla, 1:27.766.

SUPERBIKE WORLD CHAMPIONSHIP POINT STANDINGS (After 17 of 25 races, all 25 count): 1. Bayliss, 276 points; 2. Edwards, 223 points; 3. Corser, 215 points; 4. B. Bostrom, 197 points; 5. Hodgson, 177 points; 6. Chili, 153 points; 7. Lavilla, 120 points; 8. Yanagawa, 118 points; 9. Okada, 113 points; 10. Xaus, 92 points.



Front Or Rear?

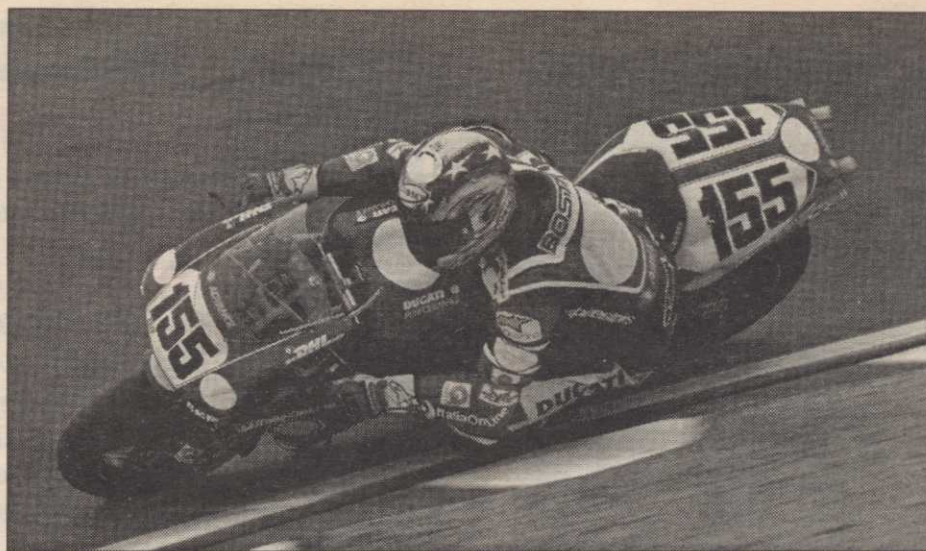
After race one, Colin Edwards complained about front tire grip, saying it had cost him his chances in race one. His crew didn't agree, and reckoned it was the rear that had been giving trouble and looked the most worn. Another case of rider and dataloggers not agreeing maybe?

Alstare To Aprilia Or Not?

Reports in the Italian and British press that Alstare Suzuki might become Alstare Aprilia and switch to the Grand Prix series next year appear to become unfounded. An insider claimed that no formal approach had been made to Aprilia about running a Grand Prix team. It seems that the story may have been circulated to force Suzuki Japan's hand. What is certain is that Alstare team officials believe that they are getting a rough deal engine-wise, citing the speed of the American and Japanese domestic Superbike series engines compared to the sluggishness of the motors they're getting as their main gripe. An announcement about the team's future direction is expected at Brands Hatch.

Privateers On Parade

Neil Hodgson's recent form, and the improved reliability of his bike, has promoted him into fifth place in World Superbike points, just behind factory Ducati rider Ben Bostrom. This makes Hodgson the top privateer by a margin, with the next private entry machine being ridden by his GSE teammate James Toseland, who sits back in 14th place. The pair have 229 points between them, which compares favorably with the 237 scored by factory-backed Alstare Suzuki's Pierfrancesco Chili and Stephane Chambon. No other private team even comes close to the GSE teams' tally.



Home-track hero Ben Bostrom (155) said he'd win both World Superbike races at Laguna Seca, and did. Photo by Brian J. Nelson.

Press Complaints In The Land Of The Free

Leading Superbike photographer Kel Edge had reason to complain about security at Laguna Seca when a camera and an expensive lens took an unauthorized walk from the press room. It happened while Edge interviewed race winner Ben Bostrom just after the first race. The Sheriff was called but the equipment wasn't recovered.

Bostrom Faces Shoulder Surgery

He may have looked fast and faultless at Laguna but Ben Bostrom is still

carrying the legacy of the damage to his shoulder sustained in Monza. He's due to have an operation to fix the injury after the Brands Hatch round. To go ahead with the operation involves a certain amount of risk for the Californian, especially if he repeats his recent form at Brands. There's a full month off for the riders between Brands Hatch and the next round at Oschersleben in Germany during the first week of September. But is it long enough for Bostrom to fully recover from surgery? It's a difficult choice as he knows that riding with the damage, and constantly having anti-inflammatory drugs and pain killing injections, can only do long-term harm. **RW**

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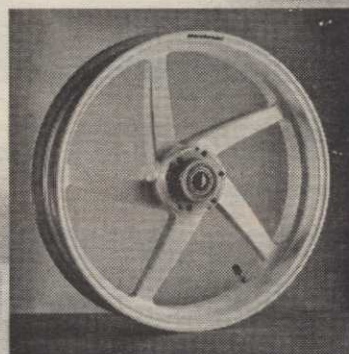
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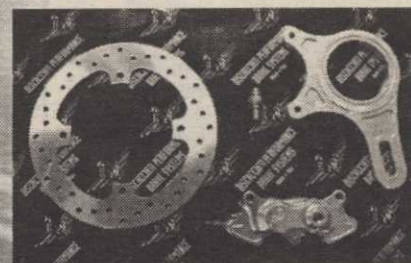
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continued from page 15

MV Agusta, the agreement with Piaggio may be "representing the first step towards a possible further integration of the two companies which will allow from now on to put together two important and perfectly complementary and functional experiences in order to launch successful enterprises."

The transporter for Team Pennzoil crashed while the team was driving back to Atlanta, Georgia after winning the June 30 round of the WERA National Endurance Series at Portland International Raceway. According to Team Pennzoil rider Chris "Opie" Caylor, he fell asleep at the wheel of the team's 2000 Ford F-350 dually truck while towing the team's 40-foot Country Boy fifth-wheel trailer east on I-84 through Idaho at about 7:00 a.m. local time Monday, July 2. Caylor said that the vehicle ran off the left side of the road from the left lane and "did sort of a double-jump. I'm just glad that the double jump wasn't over another road or river." Team Pennzoil co-owner Mark Edwards had just been convinced to sleep in the truck rather than in the trailer before the crash and was uninjured. Caylor, Steve Grigg and Jamie Lane escaped with minor injuries. Grigg, who signed on to ride at Portland in place of injured team regular Wade Buffington, bruised his back from impacting the roof of the truck, and

Lane may have re-broken a hand that he injured earlier this season, Caylor said. Caylor added that he may have aggravated the ligaments that he strained in his shoulder from crashing in the endurance race at Virginia International Raceway June 16. The team's Ford suffered \$15,000 in damage and the crash totaled the trailer, but most of Team Pennzoil's bikes and equipment escaped without damage.

Stubb's Cycle-sponsored John Haner rode to two race wins and set a new lap record July 15 at Hallett Motor Racing Circuit in Hallett, Oklahoma. Haner set the new record at 1:18.41 en route to winning a WERA/RPM regional A Superstock sprint race on board a Pirelli DOT-shod Suzuki GSX-R750.

For the financial quarter ending June 30, 2001, Ducati Motor Holding S.p.A. (publicly traded on the New York Stock Exchange as DMHI) has announced a 7.2% increase in total revenue (to \$102.5 million, Euro 120.9 million) with 5.6% growth in total sales (to \$97.1 million, Euro 114.6 million). Total revenues for the first half of 2001 were up 5.2% (to \$187.8 million, Euro 221.5 million) versus 2000 when total sales were up 2%, (to \$184.1 million, Euro 217.1 million). "These results, however, are not at the extraordinary growth levels that Ducati has achieved in recent years," said Ducati Chief Executive Officer Carlo Di Biagio in a Ducati press release. "Our outlook suggests challenging selling conditions in the coming months. We would therefore anticipate high-single-digit year-end sales growth versus last year, below our 15% target."

Verboven Racing's John Jacobi, Andy Deatherage and Herman Verboven finished 29th overall, 6th in the Superbike class on a GSX-R750 Suzuki in the 24-Hours de Liege at Spa Francorchamps, Belgium on

July 14-15. The overall win went to Suzuki Castrol's Morrison/Lavielle/Brian on a GSX-R1000 in the SuperProduction class, which allows modified chassis with quick-change equipment but requires a near-stock engine. Americans Jacobi and Deatherage replaced recently injured Michael Barnes and Mike Ciccotto on the Herman Verboven Racing team. Barnes, the original American on the Belgium-based Superbike-class team, injured his shoulder in a fall at the Brands Hatch six-hour race June 6. Ciccotto was Barnes' teammate for the first time at Brands Hatch, but Ciccotto himself suffered injuries in a Formula USA crash at Virginia International Raceway Sunday July 1.

In other FIM World Endurance news, Wim Motors won the Superbike class in the Nurburgring six-hour July 1 and took a commanding, 40-point lead in the FIM Endurance World Championship standings. Second in the Superbike class at Nurburgring and second in the standings is Dap Moto91. Factory-supported Elf Honda did not race at Nurburgring and slipped to third in the Championship. All of the top three Superbike teams are riding Honda RC51s. Herman Verboven Racing is fourth in the point standings.

In a strange twist, only teams and riders in the Superbike class are eligible for the FIM Endurance World Championship title even though Suzuki GSX-R1000-mounted SuperProduction class teams are taking most of the overall endurance race wins. SuperProduction GSX-R1000-mounted GMT94 took the overall win at the Nurburgring. SuperProduction team Zongshen Team took second overall and in class in Germany with another GSX-R1000 team, Schaefer Mo Devil Racing Team, finishing third overall. SuperProduction leaders Cas-

trol Suzuki finished sixth in class and seventh overall.

AMA 250cc Grand Prix racer Bruce Lind was seriously injured in a crash during a MBNA 250cc heat race Saturday, July 7 at Laguna Seca. Lind high-sided in turn three and his Yamaha TZ250 landed directly on top of him, and Lind suffered broken ribs and a ruptured spleen, which was surgically removed. At presstime, Lind was recovering at home.

The eighth annual Honda Hoot drew a record 18,000 participants to the rally's new location in Knoxville, Tennessee June 20-23. Attendance was up 30% despite the move from Asheville, North Carolina to Knoxville, according to a press release from American Honda. The Hoot included a Ride For Kids fundraiser for pediatric brain tumor research, with \$62,724 raised. The Honda Riders Club of America-sponsored event injected an estimated \$8 million into the Knoxville economy.

AMA 250cc Grand Prix points leader Jimmy Filice took part in the filming of a television commercial for Corbin Monday July 9 in Big Sur, California, about 25 miles south of Monterey on the Pacific Coast Highway. Corbin-sponsored Filice participated in several scenes for the commercial, and is seen doing a burn-out, riding his Yamaha TZ250 up to a gas pump in his leathers and pretending that he had lost his wallet, and also riding in a procession of Corbin-equipped sportbikes and cruisers. Filice's TZ250 uses a specially-made Corbin seat pad. Filice's team owner James Siddall told *Roadracing World*, "It took all day, but it was pretty cool. I guess that it's aimed at being aired on Speedvision, but I don't know exactly when." Siddall also said that Mike Corbin himself rode a Honda Gold Wing in the parade of bikes past the camera. **RW**

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Max Leads Italian Sweep

By Mat Oxley

"A tutto gas!" means full throttle in Italian and the Italians know the true meaning of full throttle. The nation's three 500cc gladiators—Valentino Rossi, Max Biaggi and Loris Capirossi—continued to color the 2001 GP season red, green and white at the Dutch GP at Assen, round seven of this year's 16-round 500cc

places so far. Between them they've also qualified on pole for all seven races (Rossi on four occasions, Capirossi twice and Biaggi once) and won six of those races (Rossi four, Biaggi two).

And they made more history in Holland, qualifying first, second and third on the grid, the first time three Italians have managed that in 500cc Grand Prix

on another level at the moment. The leading pair's well-documented on-track and off-track rivalry seems only to have upped the ante, with black-clad Capirossi the dark horse, hanging around in the shadows, waiting for his chance. He took it at Assen, scoring his second pole position of the year.

Assen is GP racing's most daunting

circuit, and there's no other racetrack in the world like it. To put it bluntly, Assen is a fifth-gear tankslapper.

The circuit is the only remaining GP venue based on public roads and consequently features a unique layout and surface. Although it is GP racing's fastest and longest track, it is also paradoxically the most twisty—even the straights have kinks in them, and this is the circuit's defining characteristic.

The Dutch track also offers serious grip, because many of the corners are banked and the tarmac is abrasive. But the whole circuit is crowned in the middle, like a street, and this means riders have to cope with ultra-tricky camber changes as they criss-cross the crown at speeds of up to 300 kph (186 mph).

Rossi reckons the track features the most difficult corner in GP racing—Hoge Heide, where riders cross successive waves of camber while negotiating a 260-kph (161-mph) right-left as they head back to the chicane at the end of the lap. Through the right they go into a deep dip, suspension on full compression, before rising out of the dip, and heaving the bike left as the suspension fully extends. A moment of deathly silence follows, the riders apparently cruising. For a second or so they dare not do anything because the bike's just floating over the track surface with no grip and any input would mean a big, big crash. But as soon as they come down from that wave of camber, the suspension loads up and they flick into the 170-kph (106-mph) Ramshoek left.

"Valentino reckons it's the toughest thing he has to do on a 500," said his Crew Chief, Jerry Burgess. "You're



Max Biaggi (3) leads the start of the 500cc Grand Prix at Assen, chased by Loris Capirossi, Carlos Checa (7), Kenny Roberts, Alex Barros (4), Valentino Rossi, Noriyuki Haga, Norick Abe (6), Alex Crivillé (28), Johan Stigefelt (19) and the rest of the field.

Photo by Sports Photography.

World Championship.

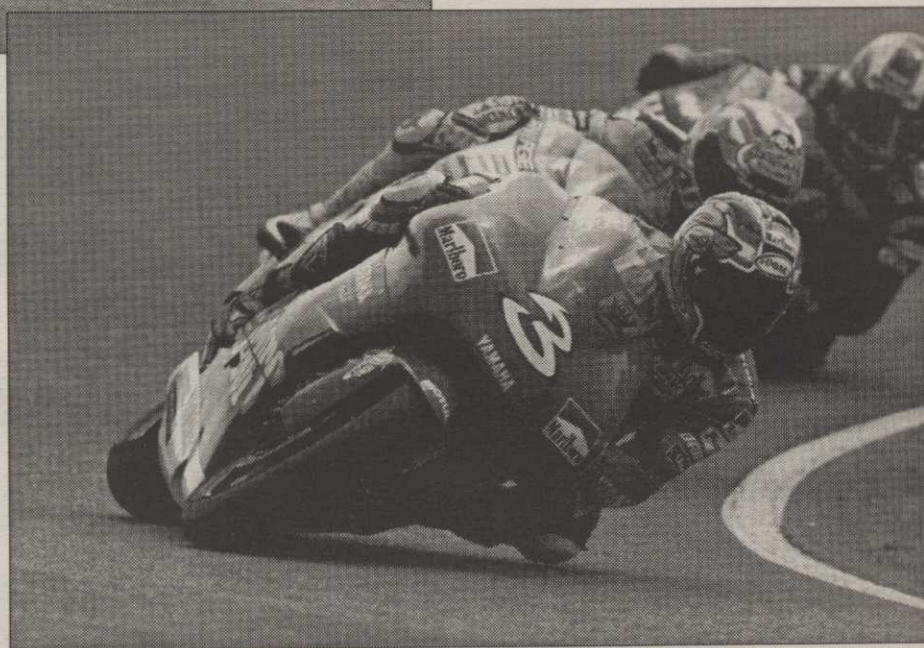
For the second race in succession the three Italians monopolized the podium, but even more incredible than that, their Assen success meant that the trio has filled 15 of the 21 podium

racing. And finally, of course, they left Assen still running first, second and third in 500cc World Championship points.

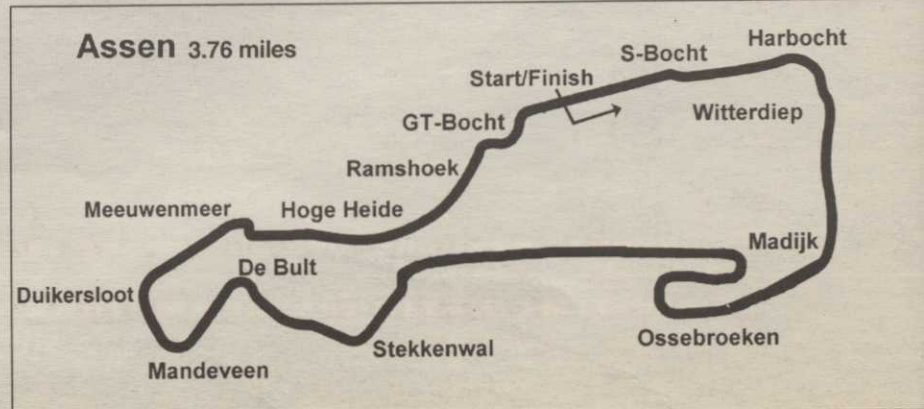
Series leader Rossi, second-placed Biaggi and third-placed Capirossi seem



A huge crowd watched Italian superstars Max Biaggi (3), Valentino Rossi (46) and Loris Capirossi (65) leave the rest of the 500cc field behind at Assen. Here, Biaggi rides underneath a pedestrian bridge as Rossi and Capirossi pursue. Photo by Sports Photography.



Late in the Dutch 500cc Grand Prix, Max Biaggi (3) leads Valentino Rossi and Loris Capirossi toward an Italian sweep of the podium. Biaggi beat Rossi by 0.126-second. Photo by Sports Photography.



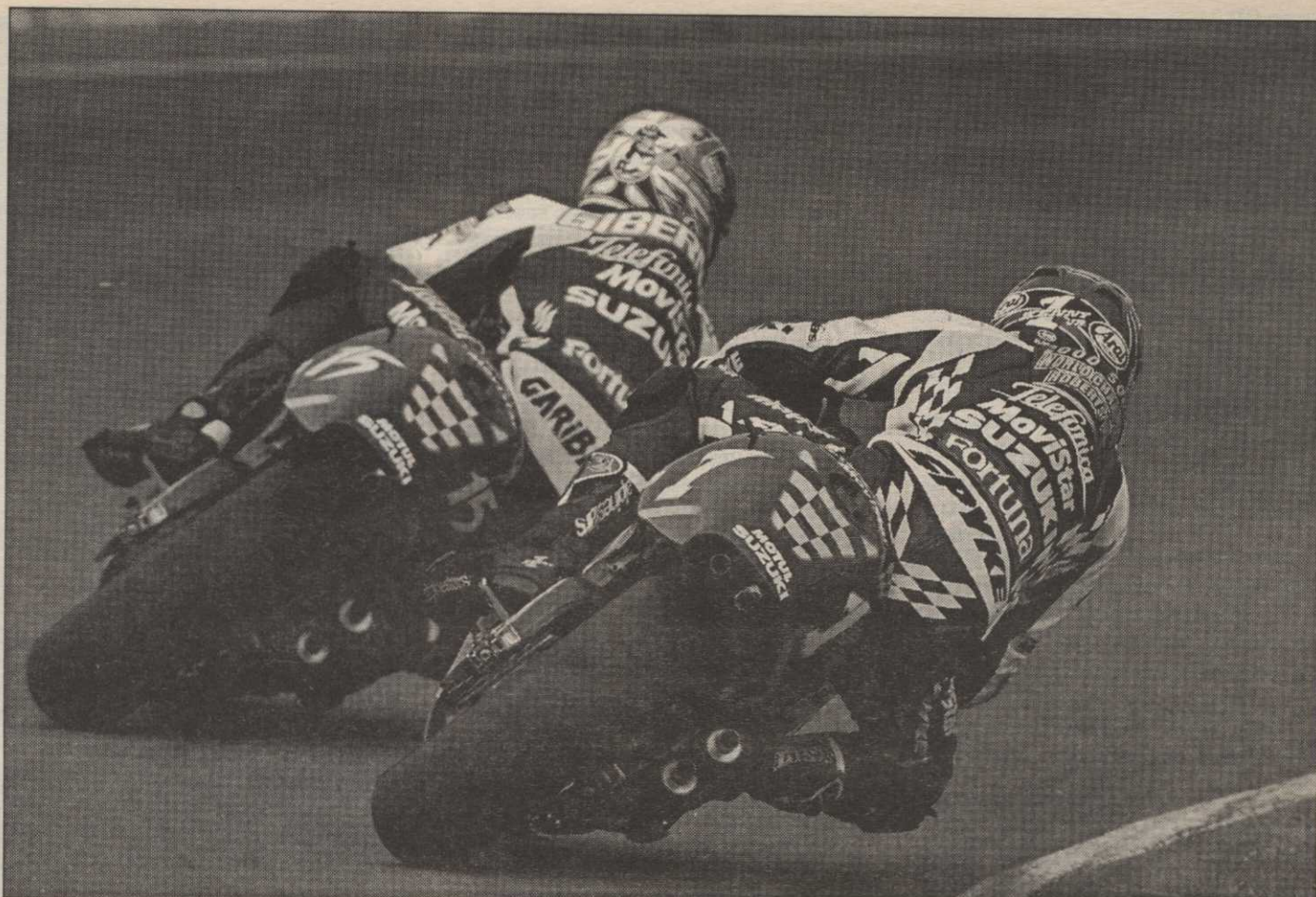
through that dip with the suspension on full compression, trying to steer the thing and it doesn't want to steer."

Mick Doohan won five times at Assen, and throughout his title-winning years called it a motocross track for its frequent camber changes. The Aussie hated the place following the 1992 accident that nearly ended his career but always made a point of winning there. "Mick also said Hoge Heide was the toughest corner here," added Burgess. "I call Assen the Monaco of bike GPs—they wouldn't be allowed to build a track like this now."

That may be true, but it's still there, and plans to emasculate the circuit by shortening and 'upgrading' the lap have been put on the backburner, though two smallish changes will be made for 2002, allowing enlargement of the paddock and safety improvements at one turn.

West Honda Pons's Capirossi knows his way around the place, and that's the secret at Assen, it's not the kind of track that looks kindly on rookies. The little Italian has raced there since his first 125cc season in 1990 and he won the 1993 and 1999 250cc GPs at the venue. And since he seems to be riding more aggressively than anyone this year, including Rossi and Biaggi, there was no sense of amazement when he grabbed the Assen pole with a lap 1.3 seconds inside last year's pole time.

Pole sitter in 2000 as well, Capirossi resisted serious pressure from his compatriots and teammate Alex Barros who joined the Italian trinity on the front row with fourth-best time.



Reigning 500cc World Champion Kenny Roberts (11) ended up racing his teammate Sete Gibernau (15) for sixth at Assen. Although he beat Gibernau, Roberts was far from happy with the performance of his Suzuki RG500. Photo by Sports Photography.

"My best lap was a fantastic lap," grinned Capirossi, who looked confident despite the fact that he'd messed up his 2000 Dutch GP by falling in the

race-morning warm-up session, cracking bones in his left hand, which didn't stop him from bravely racing to a third-place finish. "We worked hard

after yesterday's sessions to cure a minor chatter problem and the bike

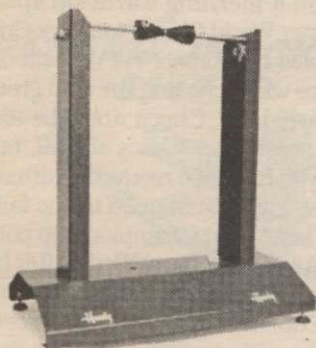
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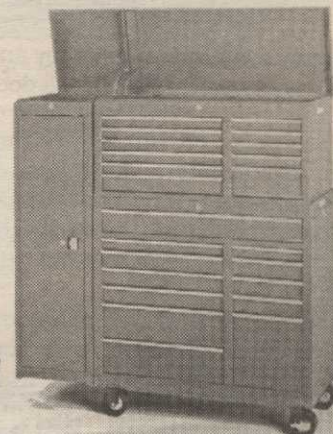


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was great today," he added. "When we tried some different tires I found the speed to hold onto pole, because both Max and Valentino are really fast, too."

In fact all the top men were really fast at Assen, the top seven dipping under Capirossi's Assen 2000 pole time. While Capirossi stayed on top throughout the session, Biaggi and Rossi enjoyed a hectic contest for second-fastest. The pair swapped places three times in the final 15 minutes, Biaggi moving ahead for the last time with a brilliant final lap that put him just 0.133-second off pole and 0.309-second ahead of Rossi.

"The bike was a little unstable yesterday, but today we found the right compromise and we also tried a few different tires which helped me to do consistent lap times," said Marlboro Yamaha's Biaggi, who cut a massive 1.9 seconds off his Thursday best.

Nastro Azzurro's Rossi, who was beginning to make a habit of qualifying fastest, with pole position at the previous two GPs, believed he would be on the race pace. "I think we have good settings, my only concern is the weather, I don't want it to rain," Rossi said. "The level today was incredible—both Capirossi and Biaggi did two minute zero laps. So fast! And I'm over two seconds better than last year, but still not on pole."

Like most of the top men, Barros did his best time on race tires. Assen

been going round and round with bike settings, which is basically the same situation we've been in since the beginning of the year," Roberts said. "I have to accept this, though obviously I'm not happy with the situation."

Marlboro Yamaha's Carlos Checa moved up from row three to go seventh fastest, just ahead of Antena 3 Yamaha's Norick Abe, who slid off in the final session without injury.

Not surprisingly, Assen claimed its usual tally of victims. Red Bull Yamaha's Noriyuki Haga and Shell Advance Honda's Chris Walker had both looked forward to Assen because they'd been fast there in their World Superbike days, but while a weighty Superbike stays glued to the track over the camber changes, a 500 is always in danger of reaching take-off velocity. Both men did indeed take off, Walker doing a 150-mph highside and Haga a slightly slower over-the-top get-off. Walker suffered a concussion and a finger injury in his fall, while Haga continued on his spare bike as if nothing had happened.

Of course, Assen's other characteristic is unpredictable weather. The GP has a tradition of rain stopping play and this year was no different, a rain shower bringing out the red flags at three-quarter distance as Biaggi, Rossi and Capirossi were enjoying a breathtaking battle for victory. Race-leader Biaggi was declared the winner a fraction of a second ahead of his compatriots. Barros finished a close fourth.

Two weeks after Biaggi and Rossi had grabbed the headlines with their



Jeremy McWilliams (99) made the right tire choice for a drying track and won the 250cc Grand Prix at Assen, his first GP win. Marco Melandri (5) faded to sixth as the track dried. Photo by Sports Photography.



Toni Elias (24) beat Arnaud Vincent (21) to win the 125cc race in wet conditions at Assen. Photo by Sports Photography.

is an ultra-grippy track, with enormous traction, and some riders find that race-spec tires work better here than softer tires, even for one or two qualifying laps.

"We ran a softer rear yesterday and it didn't seem to work for me like it does at most tracks," said Barros, winner of last year's Dutch GP. "But the fact that I ran race tires during qualifying makes me confident that I can run a fast race pace. I think the race will be run in the 2:02 area, and I aim to be up front with the other guys."

Gauloises Yamaha's Shinya Nakano was fifth-fastest, an impressive performance from the 500cc rookie at what is definitely the most difficult-to-learn GP circuit. The Japanese rider recovered from a fall in the first session to outpace reigning 500cc World Champion Kenny Roberts on the Movistar Suzuki. Roberts was in a miserable mood. "We've

post-race fisticuffs at Catalunya, this latest duel looked set to go down to the wire, with both Rossi and Capirossi telling anyone who would listen that they were ready to grab victory at the last gasp.

But Biaggi got the 25 points, his second win of 2001, narrowing the gap on series leader Rossi to just 21. "I feel like I'm riding at the top of my form, my best ever," said the Roman, who led the last nine laps before the stoppage. "Also, we've improved the set-up of the bike at the last two or three races. Anyway, I'm pleased, that was a very, very tough race. Barros was pushing hard in the early laps but then he seemed to lose some speed, I got ahead and then Capirossi and Rossi came, it was very, very close."

Rossi had been building strength as the race wore on, biding his time as usual, waiting for the crucial final laps,

but this time they didn't come. Fifth at the end of the first lap, he moved to fourth one lap later and then shadowed Barros, Biaggi and Capirossi. Just after official half-distance Rossi moved ahead of Barros and then took Capirossi, finally slicing ahead of Biaggi on lap 16, when the first drops of rain began to fall. The sight of rain on his visor as he sped through Hoge Heide prompted Rossi to ease off, Biaggi snatching back the lead before the red flags came out. The results were taken back one lap, to lap 15.

"I'd passed Max and had gained a four-tenths advantage when I saw the first rain drops on my visor through a very quick corner," Rossi said. "I had a little fear and closed the throttle and Biaggi got back ahead. In my heart I felt I could've won, I just wish we'd had a few more laps. I had some wheelspin before the others, but when they also started getting wheelspin my rear seemed really good and consistent. That's when I started to attack."

Pole-sitter Capirossi, contesting his 50th 500cc Grand Prix, had also been saving his best for last, and didn't miss the opportunity to give his feuding fellow Latins a bit of a character reference. "Valentino and Max were riding dangerously, and making mistakes," said the man who won the 1998 250cc world crown by downing his title rival at the penultimate corner of the final race. "I was waiting for my chance and knew where I could attack."

Barros said he lacked winning speed this time because he had to race his spare bike after damaging his number-one NSR500 when he fell during the wet morning warm-up session. Barros led the early laps but then slipped to the back of the leading group, crossing the line half-a-second down on Capirossi. He nevertheless was eight seconds clear of Nakano who rode a great race, coming through from 10th on lap one to get the better of embattled Roberts. Once again the American

had a miserable race after chasing the four leaders in the early stages.

"That's our level and there's nothing we can do about it," said Roberts, who has yet to make the top five this year. "I could ride with the leaders but as soon as the tire grip goes, and throttle response becomes more crucial, our engine starts to slow the times."

Roberts' Suzuki teammate Sete Gibernau finished four seconds down on Roberts in seventh, after breaking clear of Tohru Ukawa and his Repsol YPF Honda, local hero Jurgen van den Goorbergh on the Proton Team KR and Haga, who spent much of the race disputing eighth place.

British teenager Leon Haslam of Shell Advance Honda returned from a wrist injury to finish a brilliant 13th on his out-paced NSR500V V-Twin, a fraction behind Jose Luis Cardoso's Yamaha V-4, even though Haslam broke a finger in a morning warm-up spill.

Former World Champion Alex Criville tumbled his Repsol YPF Honda out of the race while chasing the lead group in the early laps. Checa and Abe also failed to finish after Checa slid off, taking Abe with him. Abe received treatment for a knee injury sustained in the fall.

The last World Championship point went to Aussie Anthony West. After his team had sorted long-running carburetion problems, traced to incorrectly marked jets, West was hopeful of a good run. "But I thought the motor was going to seize in the race, I even pulled the clutch in once thinking it was locking up but it was only running rich," he said. "I also had some gear selection problems that were costing me time every lap."

McWilliams Wins 250cc Race On Drying Track

Jeremy McWilliams ended Britain's 15-year Grand Prix victory drought with a runaway 250cc win at Assen, on an

Aprilia. The Ulsterman chose the right tires for a drying track to lead from the first to the last lap, for his maiden win from 119 GP starts. An extraordinary podium was completed by former 125cc World Champion Emilio Alzamora on a Movistar Honda, taking his first 250cc podium, and David de Gea on an Antena 3 Yamaha, scoring his first top-three result in any class.

The race got underway with a wide dry line through most corners, but some riders still managed to choose wrong, including title leaders Daijiro Katoh on the Movistar Honda and Tetsuya Harada on the MS Aprilia. While their wet rear/intermediate front tires struggled to find grip on the dry track, McWilliams bolted from the pack, building a 14-second lead by half-distance.

"After the sighting lap I decided to go for cut slicks, it was a gamble," said McWilliams, at 37 the oldest man in Grand Prix racing. "I thought I could go even faster but I knew that Jan Witteveen (Aprilia's race boss) would have my life if I crashed. It's about time I won one!"

Alzamora was also flying, matching McWilliams on lap times, but the Aprilia man was too far gone by the time the Spaniard had really got in the groove. For a few laps Alzamora did close the gap, but only to 13 seconds, and in the closing stages he eased off, McWilliams crossing the line 16 ahead despite plenty of wheelies and fist-shaking on his final lap.

De Gea, who has struggled in more usual conditions this year, and had

recently been told by his team boss to either speed up or crash, was delighted with his first-ever visit to a podium. For Katoh and Harada it was a disastrous outing, Katoh scoring his worst-ever result in 11th, while Harada was 24th after an agonizingly slow stop to change tires.

"I took this decision for two reasons," said Katoh of his tire choice, and who nevertheless increased his Championship lead over Harada from 10 to 15 points. "First, because I don't know this track well enough to take big risks on tire choice, and second, because Harada and Melandri, my title rivals, made the same choice. The first half of the race wasn't so bad but as the track dried it became impossible to ride as fast as I wanted to ride."

Teen Elias Wins 125cc Crash-fest

Teenager Toni Elias on a Movistar Honda and fellow Honda rider Arnaud Vincent on a Fomma Honda dominated the wet and crash-strewn 125cc Grand Prix at Assen, Elias winning his first GP. The pair took control while there were 19 crashes during the race, including new series leader Gino Borsoi, who led, crashed his MS Aprilia and remounted to finish sixth. Title rival Manuel Poggiali was the first of the top men to go down, sliding off his Gilera while chasing leader Borsoi. Poggiali remounted and came back through the pack with Borsoi, only to fall again.

Elias and Vincent had the race to themselves from lap seven, suss-

ing each other out as the track slowly dried. Showing remarkable maturity for an 18-year-old, Elias let Vincent do the difficult work out front, then slipped ahead on the penultimate lap to win by 0.607-second. The result rockets the youngster, protégé of former 500cc winner Alberto Puig, to third in the World Championship, just 11 points off Borsoi.

"I stayed with the leaders all race and gave it some extra effort over the last few laps," said Elias, first Spaniard to win a Grand Prix in 13 months. "The bike and tires were perfect for the conditions. The other guys crashing helped me; I never expected to be third in the points but it's a nice surprise."

Noboru Ueda recovered from a morning warm-up spill to work his TSR Honda up to fourth at the flag, behind podium first-timer Steve Jenkner on an Aprilia.

RW

RESULTS

500cc FINAL (June 30) 1. Max Biaggi, Italy (Yam YZR500), 30:56.346, 109.342 mph; 2. Valentino Rossi, Italy (Hon NSR500), 30:56.472; 3. Loris Capirossi, Italy (Hon NSR500), 30:57.078; 4. Alex Barros, Brazil (Hon NSR500), 30:57.577; 5. Shinya Nakano, Japan (Yam YZR500), 31:06.190; 6. Kenny Roberts, USA (Suz RGV500), 31:06.968; 7. Sete Gibernau, Spain (Suz RGV500), 31:10.605; 8. Tohru Ukawa, Japan (Hon NSR500), 31:14.966; 9. Jurgen van den Goorbergh, Holland (Proton KR), 31:15.203; 10. Noriyuki Haga, Japan (Yam YZR500), 31:18.903; 11. Olivier Jacque, France (Yam YZR500), 31:28.975; 12. Jose Luis Cardoso, Spain (Yam YZR500), 31:56.662; 13. Leon Haslam, Great Britain (Hon NSR500V), 31:56.807; 14. Haruchika Aoki, Japan (Hon NSR500V), 31:57.032; 15. Anthony West, Australia (Hon NSR500V), 32:03.622; 16. Mark Willis, Australia (Pulse), 32:15.721; 17. Barry Veneman, Holland (Hon NSR500V), 32:24.267; 18. Johan Stigefelt, Sweden (Sabre V4), 13 laps; 19. Alex Crivillé, Spain (Hon

NSR500), 3 laps, DNF, crashed; 20. Norick Abe, Japan (Yam YZR500), 2 laps, DNF, crashed; 21. Carlos Checa, Spain (Yam YZR500), 2 laps, DNF, crashed; 22. Jason Vincent, Great Britain (Pulse), 1 lap, DNF, entered pits. Race Distance, 15 laps, 56.383 miles; Race Time, 30 minutes, 56.346 seconds; Race Average Speed, 109.342 mph; Victory Margin, 0.126-second; Fastest Lap, Rossi, 2:02.662, 110.318 mph, Lap 12.

500cc QUALIFYING: 1. Capirossi, 2:00.743, 112.071 mph; 2. Biaggi, 2:00.876; 3. Rossi, 2:01.185; 4. Barros, 2:01.492; 5. Nakano, 2:01.646; 6. Roberts, 2:01.773; 7. Checa, 2:02.218; 8. Abe, 2:02.440; 9. Gibernau, 2:02.521; 10. Crivillé, 2:02.521; 11. Ukawa, 2:02.913; 12. Jacque, 2:03.026; 13. Haga, 2:03.116; 14. van den Goorbergh, 2:03.134; 15. Garry McCoy, Australia (Yam YZR500), 2:04.046; 16. Chris Walker, Great Britain (Hon NSR500), 2:04.287; 17. Haslam, 2:04.589; 18. Aoki, 2:04.607; 19. Cardoso, 2:04.609; 20. West, 2:05.042.

500cc WORLD CHAMPIONSHIP POINT STANDINGS (After 7 of 16 rounds, all 16 count): 1. Rossi, 136 points; 2. Biaggi, 115 points; 3. Capirossi, 97 points; 4. TIE, Abe/Nakano, 74 points; 6. Barros, 73 points; 7. Crivillé, 62 points; 8. Ukawa, 53 points; 9. Gibernau, 49 points; 10. Roberts, 47 points.

250cc FINAL (June 30): 1. Jeremy McWilliams, Great Britain (Apr RSW250), 39:28.516, 102.838 mph; 2. Emilio Alzamora, Spain (Hon RS250), 39:44.887; 3. David De Gea, Spain (Yam TZ250), 40:06.925; 4. Sylvain Guinot, France (Apr RSV250), 40:07.730; 5. Franco Battaini, Italy (Apr RSV250), 40:37.977; 6. Marco Melandri, Italy (Apr RSV250), 40:57.984; 7. Luca Boscuro, Italy (Apr RSV250), 41:05.979; 8. Riccardo Chiarello, Italy (Apr RSV250), 41:10.475; 9. Jeronimo Vidal, Spain (Apr RSV250), 41:10.803; 10. David Tomas, Spain (Hon RS250), 41:13.231; 11. Daijiro Katoh, Japan (Hon NSR250), 41:37.157; 12. Alex Hofmann, Germany (Apr RSV250), 17 laps; 13. Randy DePuniet, France (Apr RSV250), 17 laps; 14. Sebastian Porto, Argentina (Yam TZ250), 17 laps; 15. Jarno Boesveld, Holland (Yam TZ250), 17 laps; 16. Lorenzo Lanzi, Italy (Apr RSV250), 17 laps; 17. Roberto Locatelli, Italy (Apr RSW250), 17 laps; 18. Klaus Noehles, Germany (Apr RSW250), 17 laps; 19. Naoki Matsudo, Japan (Yam TZ250), 17 laps; 20. Alex Debon, Spain (Apr RSW250), 17 laps; 24. Tetsuya Harada, Japan (Apr RSV250), 17 laps; 26. Shahrol Yuzy, Malaysia (Yam TZ250), 15 laps; 27. Katja Poensgen, Germany (Apr RSV250), 15 laps, DNF, crashed;

continued on page 44

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29. Jason DiSalvo, USA (Hon RS125), 8 laps, DNF, entered pits; 20. Roberto Rolfo, Italy (Apr RSV250), 6 laps, DNF, entered pits. Race Distance, 18 laps, 67.659 miles; Race Time, 39 minutes, 28.516 seconds; Race Average Speed, 102.838 mph; Victory Margin, 16.371 seconds; Fastest Lap, Harada, 2:06.988, 106.560 mph, Lap 14.

250cc QUALIFYING: 1. Harada, 2:04.363, 108.809 mph; 2. Katoh, 2:04.549; 3. Melandri, 2:04.644; 4. McWilliams, 2:04.911; 5. Rolfo, 2:05.492; 6. DePuniet, 2:05.763; 7. Matsudo, 2:05.874; 8. Porto, 2:06.139; 9. Locatelli, 2:06.287; 10. Yuzy, 2:06.318; 11. Debon, 2:06.340; 12. Hofmann, 2:06.388; 13. Guntitoli, 2:06.739; 14. Boscoscuro, 2:06.825; 15. Lanzi, 2:06.866; 16. Noehles, 2:06.931; 17. Alzamora, 2:06.938; 18. David Checa, Spain (Hon RS250), 2:07.248; 19. De Gea, 2:07.498; 20. Fonsi Nieto, Spain (Apr RSW250), 2:07.716; 25. DiSalvo, 2:10.288; 28. Poensgen, 2:11.725.

250cc WORLD CHAMPIONSHIP POINT STANDINGS (After 7 of 16 rounds, all 16 count): 1. Katoh, 136 points; 2. Harada, 121 points; 3. Melandri, 88 points; 4. Locatelli, 73 points; 5. Rolfo, 71 points; 6. McWilliams, 68 points; 7. Alzamora, 62 points; 8. Nieto, 60 points; 9. Matsudo, 34 points; 10. Hofmann, 31 points.

125cc FINAL (June 30): 1. Toni Elias, Spain (Hon RS125), 41:34.738, 92.210 mph; 2. Arnaud Vincent, France (Hon RS125), 41:35.345; 3. Steve Jenkner, Germany (Apr RS125R), 41:57.991; 4. Noboru Ueda, Japan (TSR-Hon RS125), 42:08.717; 5. Jakub Smrz, Czech Republic (Hon RS125), 42:14.934; 6. Gino Borsoi, Italy (Apr RS125R), 42:23.294; 7. Mirko Giansanti, Italy (Hon RS125), 42:23.630; 8. Jaroslav Hules, Czech Republic (Hon RS125), 42:32.736; 9. Alessandro Brannetti, Italy (Apr RS125R), 42:48.801; 10. Jarno Mueller, Germany (Hon RS125), 42:49.798; 11. Simone Sanna, Italy (Apr RS125R), 43:0.906; 12. Stefano Perugini, Italy (Italjet), 43:18.888; 13. Adrian Araujo, Spain (Hon RS125), 43:24.008; 14. Raul Jara, Spain (Apr RS125R), 43:26.511; 15. Max Sabbatini, Italy (Apr RS125R), 43:26.889; 16. Marco Petrini, Italy (Hon RS125), 43:27.242; 17. Eric Bataille, And (Hon RS125), 43:57.760; 18. Wilhelm Van Leeuwen, Holland (Hon RS125), 16 laps; 19. Ronnie Timmer, Holland (Yam TZ125), 16 laps; 20. Youichi Ui, Japan (Derbi), 12 laps, DNF, crashed; 21. Manuel Poggiali, Republic of San Marino (Giler), 11 laps, DNF, crashed; 22. Daniel Pedrosa, Spain (Hon RS125), 10 laps, DNF, crashed; 25. Angel Nieto Jr., Spain (Hon RS125), 8 laps, DNF, crashed; 26. Lucio Cecchinello, Italy (Apr RS125R), 6 laps, DNF, entered pits; 30. Masao Azuma, Japan (Hon RS125), 2 laps, DNF, crashed; 31. Alex De Angelis, Italy (Hon RS125), 0 laps, DNF, crashed; 33. Pablo Nieto, Spain (Derbi), 0 laps, DNF, crashed. Race Distance, 17 laps, 63.900 miles; Race Time, 41 minutes, 34.738 seconds; Race Average Speed, 92.210 mph; Victory Margin, 0.607-second; Fastest Lap, Elias, 2:23.889, 94.043 mph, Lap 17.

125cc QUALIFYING: 1. Borsoi, 2:12.212, 102.350 mph; 2. Cecchinello, 2:12.373; 3. Ui, 2:12.393; 4. Jenkner, 2:12.461; 5. Elias, 2:12.673; 6. Poggiali, 2:13.464; 7. Hules, 2:13.781; 8. P. Nieto, 2:23.782; 9. A. DeAngelis, 2:13.824; 10. Pedrosa, 2:13.918; 11. Mueller, 2:13.997; 12. Smrz, 2:14.567; 13. Vincent, 2:14.579; 14. A. Nieto, 2:14.596; 15. Gianluigi Scalvini, Italy (Italjet), 2:14.632; 16. Angel Rodriguez, Spain (Apr RS125R), 2:14.677; 17. Azuma, 2:14.726; 18. Sanna, 2:14.738; 19. Perugini, 2:14.769; 20. Ueda, 2:14.800.

125cc WORLD CHAMPIONSHIP POINT STANDINGS (After 7 of 16 rounds, all 16 count): 1. Poggiali, 88 points; 2. Borsoi, 85 points; 3. Elias, 77 points; 4. Ueda, 76 points; 5. Azuma, 72 points; 6. Cecchinello, 66 points; 7. Vincent, 63 points; 8. Ui, 61 points; 9. Jenkner, 54 points; 10. A. Nieto, 47 points.



Valentino Rossi (left) and Max Biaggi, both on probation for their on-track and off-track altercations, made public amends and shook hands at a press conference at Assen.

Photo by Sports Photography.

non-start at the Dutch GP and the Aussie also withdrew from the British Grand Prix.

McCoy, struggling to overcome a troublesome broken wrist, rode the first day at Assen but decided it made more sense to delay his comeback until he is fully able to control a 500cc Grand Prix bike.

"It hurts to miss a couple more races," Red Bull Yamaha's McCoy, who was a lowly 15th-quickest in the first qualifying session at Assen. "But now that I'm not racing for the Championship, I want to be 100 percent right when I come back so I can win some races, rather than chasing around for 10th place."

McCoy broke his left wrist when he fell at Le Mans back in May, fracturing the scaphoid bone deep inside the wrist. The scaphoid is a notorious bone for bike racers to break, since the bone takes ages to heal due to minimal blood flow, and because it's impossible to control a motorcycle with a weak scaphoid. Although McCoy had the bone pinned, it was still too weak to allow him to ride at speed in safety at Assen, though he hoped it would be good enough for him to return for real at the German GP.

Team boss Peter Clifford declared at Assen that Red Bull would try and find a replacement for McCoy at the British GP. "We're under no contractual obligation to do so but out of our respect for the sport, the British public and our sponsors, we're looking to put another rider on Garry's bike for Donington," Clifford said.

Biaggi And Rossi Make Public Amends

Bike-racing brawlers Max Biaggi and Valentino Rossi agreed to kiss and make up at Assen, for the cameras at least. Two weeks after their notorious post-race fisticuffs at the Catalan GP, the pair shook hands at a pre-event press conference and talked about their relationship—a simmering hatred that boiled over after they'd finished first and second in the sixth round of this year's 500cc series.

Asked to explain the current state of their relationship, Rossi said "We both race in the same class," and nothing more, while Biaggi added "We only started racing together last year but it feels like he's been racing me ever since he was in 125s and 250s."

More significantly, the pair, currently first and second in the title fight, spoke about the threat of FIM sanc-

tions. They've received FIM warnings for both their Catalunya bust-up and their 200-kph (125-mph) on-track clash at April's season-opening Japanese Grand Prix. If either of them breaks GP racing's sporting code again they're in for a one-race ban.

"I will respect the sanctions," said Biaggi. "And I'm thinking about it all the time, what I should do, what I shouldn't do."

Rossi added, "It's having a big effect, if Max or I do something wrong again, we'll have to stay home for one race."

Rossi's New Bike

Valentino Rossi raced with a new chassis and modified engine at Assen. As if his Honda NSR500 wasn't already the best bike on the grid, the World Championship points leader stayed on at Catalunya before Assen to test the new parts.

Honda engineers have provided the youngster with a braced chassis for improved stiffness, and lighter crankcases, designed to change the front-to-rear weight balance.

"Neither are night-and-day differences," said Rossi's Crew Chief, Jerry Burgess. "But they're improvements that Valentino can make use of. This track is pretty unusual anyway, so some sessions he was fastest with the modified bike, others with the standard bike."

The modifications were only made available to Rossi. Fellow HRC riders Alex Crivillé and Tohru Ukawa, who've not come up with the results so far this year, will get them later. Honda's third NSR500 team, Loris Capirossi and Alex Barros, are a satellite operation running updated 2000-spec bikes, though Capirossi may get 2001 bikes for the second half of the season, in recognition of his impressive efforts on an outdated machine.

Silly Season Starts In Earnest At Assen

Assen always happens about midway though the Grand Prix season, so it's naturally the place where the silly season commences. Take your pick from this lot of hot rumors wafting through the Dutch GP paddock: Marlboro backing Ducati's new GP bike, Sito Pons quitting Honda to run a Yamaha team, Max Biaggi rejoining Erv Kanemoto and Fausto Gresini's Honda team chasing Carlos Checa.

Marlboro going with Ducati kind of makes sense. The cigarette brand has made its home in F1 with Ferrari, and like the Italian sportscar brand, Ducati is more than just a motorcycle. And there's a link there already—American ace Ben Bostrom races a factory Ducati 996 in World Superbikes, backed by L&M, another Phillip Morris cigarette brand.

Pons' threat to switch to Yamaha—after more than a decade racing and managing Hondas—comes as the Honda teams jostle for position in hope of gaining Honda's RCV four-strokes for 2002. Depending on whom you believe, Honda will field two or three RCVs in 2002, Valentino Rossi being the obvious number-one candidate, with HRC presumably aiming to put its other contracted riders Alex Crivillé and Tohru Ukawa on board the four-stroke. Pons,

whose riders Loris Capirossi and Alex Barros are recording much better results than Crivillé and Ukawa, obviously wouldn't be happy about that.

Meanwhile, Marlboro Yamaha rider Biaggi is said to be considering getting back together with renowned Honda guru Erv Kanemoto, with whom he's already done three seasons. The pair first joined forces in 1993, taking fifth in the 250cc World Championship, before the Italian switched to Aprilia and won three back-to-back 250cc crowns. He rejoined Kanemoto and Honda in 1997, retaining the 250cc title before switching to 500s in 1998. That year he won two GPs and chased Mick Doohan for the title, ending the year second overall.

Checa has also raced Hondas before, winning 500cc GPs in 1996 and 1998 for the Sito Pons squad. He is in demand from Gresini, who currently looks after 250cc leader Daijro Katoh but wants to move back to the big class in 2002. Katoh will probably quit 250s if he wins the title, and Checa would make the ideal teammate to keep Telefonica Movistar, the team's Spanish sponsor, happy.

Walker's Dutch Disaster

Chris Walker bowed out of the Dutch GP in spectacular fashion—suffering a massive 150-mph crash on his Shell Advance Honda. The GP rookie went down heavily during Friday morning's practice session when he ran too wide on the approach to the ultra-fast Meeuwenmeer right.

The accident, the 12th of Walker's debut World Championship season, totalled one of his NSR500s and even cracked his helmet. The Briton suffered a concussion in the fall but was released from the hospital after an overnight stay for observation.

"I can't remember anything about the accident, just being through the air," Walker said. "I was knocked out for 20 minutes and both my hands were hurt pretty hard. I needed that like I need a shorter dick! If I'm allowed to ride at Donington I definitely will, it's been a long time since I missed a race."

Fellow Superbike refugee Noriyuki Haga suffered a similar fall a few hours later. Like Walker, the Japanese rider ran wide and off the edge of the track, his Red Bull Yamaha YZR500 flicking him over the highside as the rear tire lost grip. Haga, who has also suffered a high number of falls this year, was unhurt in the spectacular get-off.

Changes Due For Assen

The Assen circuit will undergo two modifications at the end of this season, which means that Kevin Schwantz's long-standing track record will survive in perpetuity. Schwantz set the record way back in 1991 when he battled for victory with arch-rival Wayne Rainey, beating the Californian by one second. That year the track had been newly resurfaced and both men were running Dunlops, which gave massive grip, though perhaps without the endurance of the rival Michelins.

Valentino Rossi was closest to breaking the record this year, coming within two tenths, and he reckons he would've cracked the barrier if the 500cc race had gone full-distance.

RW



Injured McCoy Misses Another Grand Prix

Garry McCoy's second attempt at returning from injury ended in another

olina law—which we contended did not control our dealings with Mr. Edmondson since the AMA is based in Ohio—any actual damages due him would be tripled. Considering this, our new counsel advised us as to the probability of success. After considering that advice, it was our decision to make every effort to settle the matter without incurring additional counsel fees and the unknown quantity of yet another verdict.

"...our new counsel..."? I think they are talking about A. Barrister here! I need a billing address for the AMA Board of Trustees so that I can forward it to A. Barrister for invoicing!

Much of the two articles each that A. Barrister and I wrote on the Edmondson affair discussed the dubious quality of the legal advice that the AMA was getting from its lawyers, and what they should do about it. In his second article, Barrister instructed the AMA in why they should negotiate and how best to approach negotiations. Based upon the outcome, it certainly appears that his advice was closely followed. The AMA Trustees apparently obtained a more qualified and more ethical legal firm to represent them, to do an evaluation of their standing in the matter, to advise them as to their best course of action as Trustees, and then to negotiate a settlement. The settlement negotiations were apparently based on an opening figure as suggested by A. Barrister, and then finally settled for the \$3 million dollars mentioned by me as the anchor that the award figure ultimately pivoted about.

Yeah, the AMA still contends that it shouldn't have been sued in North Carolina. That issue was settled three years ago in federal court, and the AMA lost. The restatement of the position here is gratuitous, as is the blather about the settlement offer that preceded the lawsuit. We've been there before. The record speaks for itself.

"We do, by agreeing to pay this amount, recognize that this matter was not managed in an appropriate manner. Simply stated, there were mistakes along the way. But they were not mistakes of malice. They were a result of our failure to recognize the situation for what it was and appropriately respond. There were misunderstandings from the beginning concerning the nature of our relationship with Mr. Edmondson, and these lasted all the way through the trial on this matter. These resulted in erroneous opinions on the part of staff members, the Board of Trustees and our counsel, all of whom share some responsibility for this outcome.

From a private communication from A. Barrister:

Wow, they finally realized they were getting stupid advice! Too many people think from TV that a mad-dog litigator is the most effective—they certainly are entertaining and will certainly tell you your case is great—then you later realize they're gambling with your money.

It was readily apparent as discussed in articles written by A. Barrister's and me in the January 2000 issue of *Roadracing World* that the AMA was playing with a losing hand and had no busi-

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Once in front of Max Biaggi (3), Valentino Rossi (46) went on to win Honda's 150th 500cc Grand Prix, at Donington. Photo by Sports Photography.

Irrepressible Rossi Wins Again In England

By Mat Oxley

He came, he crashed and he conquered. Valentino Rossi is well known for his victory-lap antics—fondling blow-up dolls, giving a pillion ride to a friend in a chicken suit and so on—but he's never looked happier than he looked after winning the British Grand Prix.

And there's a good reason for that—Rossi reckons the Donington win was his best ever. After wrecking one of his NSR500s in a scary 125-mph get-off through the notorious off-camber Craner curves during Friday qualifying, Rossi

found himself way down the grid in 11th, while bitter rival Max Biaggi sat imperiously on pole. Both men knew the race might be the pivotal moment in the quest for this year's 500cc crown. If Biaggi won, he'd have beaten Rossi for the second weekend running, and he'd have the young upstart on the run. If Rossi won, he'd inflict a major psychological blow on Biaggi, suggesting that he's invincible.

On the day, Rossi won by less than a couple of seconds, but that was enough. It seems that the wonder boy

can do no wrong at the moment, for his Donington win wrote his name into the history books once again. This was Honda's 150th victory in the premier 500cc class, coming three months after Rossi had taken the marque's 500th all-classes GP win at Suzuka. There's little doubt that Rossi is the greatest bike racer of the moment, but there's also no denying that he seems to live a charmed life. His Friday get-off had his NSR500 cartwheeling 20 feet in the air but left Rossi virtually unharmed.

Rossi's crew spent until 10:00 p.m. that night fixing the NSR, but typically unpredictable British weather spoiled Saturday's final qualifying session, the grid undergoing little change from Friday's provisional placings, leaving Marlboro Yamaha's Biaggi on pole and World Championship points leader Rossi on row three.

"This is my worst qualifying of the year," said the youngster. "Friday morning I lost time because I had a neck problem and then I had the crash in the afternoon. This morning we still had some stability problems, we're struggling on set-up, and then, of course, this afternoon was mostly wet. Yesterday's crash was very fast. I went a little wider than usual, a little off line and the front tucked under."

The final session got underway on a damp track following an earlier downpour, and to start with only a handful of riders ventured out to test the circuit for grip. As the session wore on, and the surface dried further, more riders took to the track, with the prospect of a few very brave men improving their times in the still-risky conditions. By the end of the hour three men had gone faster: Shinya Nakano on the Gauloises Yamaha, Norick Abe on the Antena 3 Yamaha and Tohru Ukawa on the Repsol YPF Honda.

Nakano was the hero of the day, pushing the limit to record a stunning lap in the final moments, moving himself from ninth-quickest and a third-row start to fourth-fastest. The 500cc rookie therefore secured his sixth front row in just eight races. "I thought it would be difficult to improve but towards the end of the session I thought it might just be possible, so I changed to new tires and had a go," said the former 250cc winner. "But it'll be tough to be fast all race because I'm still learning this track on a 500."

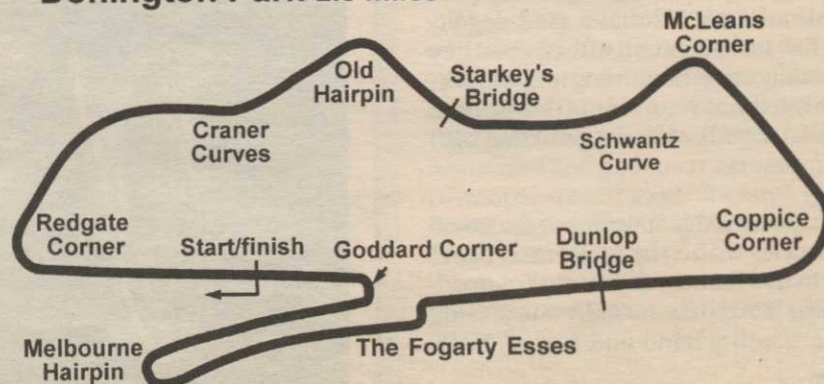
Biaggi was delighted with his second pole of the season but still expected to race third-row-starter Rossi. "We've seen people win races from the third row of the grid, it's happened before," said Biaggi, who slid off at low speed on Saturday morning after experimenting with different front-suspension settings. "Anyway, I'm not thinking about Rossi, I'm concentrating on my own race. The bike feels good now, I can carry good speed into the turns and that's why I'm getting some fast times. We still have a little work to do on stability, but that's just fine-tuning; 30 laps is going to be tough around here. As always the crucial factor will be tire choice and who uses their tires the best. I just hope it's dry, you get a truer race that way."

In Friday's dry conditions, on-form Biaggi had recorded the quickest-ever two-wheel lap at Donington Park to end the session 0.113-second ahead of Capirossi, who bounced back after crashing at Craner some while before Rossi's get-off. Capirossi on the West Honda just out-paced teammate Alex Barros. Second in both qualifying outings, Capirossi dedicated his final session to set-up, feeling it was too risky to push in an effort to improve his



At about one-third distance, Max Biaggi (3) led Alex Barros (4), Valentino Rossi (46) and Kenny Roberts (1) at Donington. Roberts was on his way back to finish eighth, while Rossi was on a winning charge up from 11th. Photo by Sports Photography.

Donington Park 2.5 miles



Friday best. "It was very difficult out there this afternoon, really hard work," he said. "I decided to concentrate on trying different tires and settings and I'd say we're okay for tomorrow."

Barros acknowledged the rain's effect on track conditions. "Rain always changes the feel of the tarmac, even after it's dried," said the Brazilian. "The tarmac had a different quality of grip this afternoon. It was good to have the track time anyway, and we all could have beat our Friday times if the session had lasted just a while longer."

Nakano's miraculous lap bumped Jurgen van den Goorbergh and the Proton Team KR3 off the front row, the Dutchman deeply disappointed at missing his first top-three start on the Triple, leaving him alongside Kenny Roberts and the Movistar Suzuki on row two. Roberts was struggling once again, to the extent that he stormed out of the Suzuki pits before the Saturday morning session had even finished, even though he and teammate Sete Gibernau had topped that outing, a freak event for a Suzuki to be fastest in 2001. "We're concentrating on finding settings to get the bike up front in the race, but we don't seem to be able to find that right now," the American said darkly.

Gibernau, on the other hand, was delighted to be finally getting up near the front, qualifying seventh for his first second-row start on the RGV500. "We're really getting dialled into the package, every time a little more," said the Spaniard brightly.

Eighth-quickest on the Gauloises Yamaha, Olivier Jacque was also in buoyant mood, the arm injury that had delayed him since pre-season tests no longer an issue. And he scored his first second-row 500cc start despite falling victim to Craner on Saturday morning. Carlos Checa on his Marlboro Yamaha led row three ahead of surprisingly-quick Jose Luis Cardoso on an Antena 3 Yamaha, Rossi and Red Bull Yamaha's Noriyuki Haga. Former World Champion Alex Crivillé was in all kinds of set-up trouble in 13th, same as teammate Tohru Ukawa who ended Saturday a woeful 16th despite improving on his Friday times.

Home hero Chris Walker was a brave 14th, on the Shell Advance Honda, still complaining of a hangover, the result of his 150-mph Assen concussion. And Jay Vincent, riding injured Garry McCoy's Red Bull Yamaha, was a lowly 19th, the changeable conditions causing set-up problems for the YZR500 first-timer.

Thankfully the rain stayed away on Sunday and Rossi rode to a fifth and vital win, turning the tables on Assen victor Biaggi and moving 26 points ahead of his arch-rival with half of the year's 16 races done. This was the third race in succession that the pair had finished one-two, Rossi winning at Catalunya, Biaggi at Assen and Rossi back on top again at Donington. This latest success was possibly Rossi's best ever, for he came through from 11th on the grid to defeat Biaggi by 1.794 seconds, with Barros a further two tenths back.

"I think this is my best win ever," agreed Rossi, who made risky but crucial changes to his set-up following the morning warm-up practice. "To win from the third row is very good. We've had problems here, and not only the

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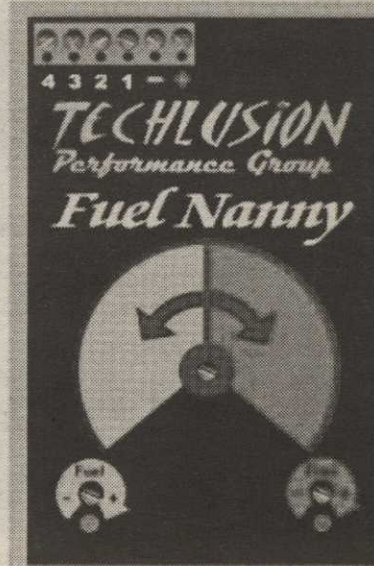
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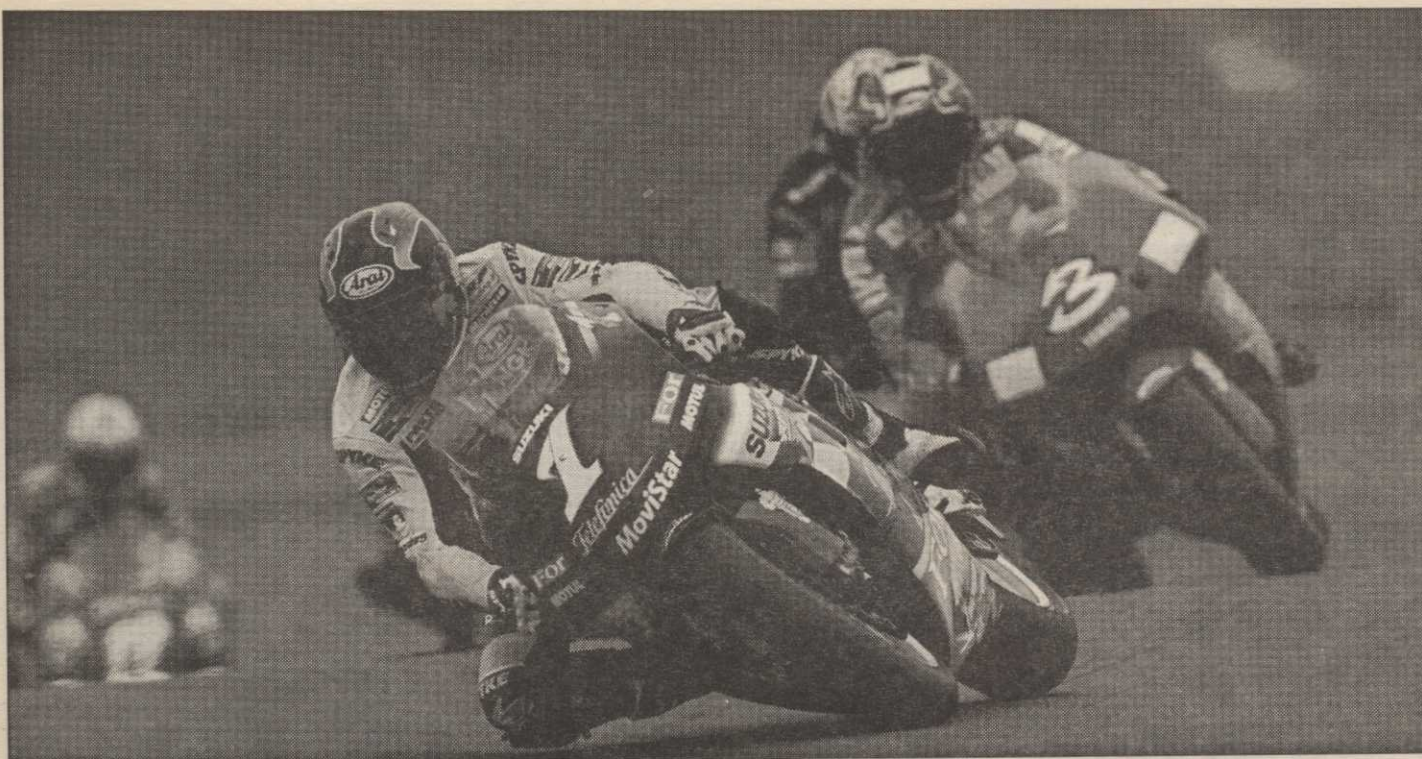
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Reigning 500cc World Champion Kenny Roberts (1) led the 500cc Grand Prix at Donington early-on, before fading. Here, Roberts is closely chased by Max Biaggi (3) and Alex Barros. Photo by Sports Photography.

British GP

continued from page 47

crash. The set-up wasn't right so we checked the data this morning and tried something very different. It was a bet but it worked. The bike was good but I didn't want to push too hard in the early laps because it's always risky with a full fuel tank. Then the rear started to spin but the tire settled down and I started to push harder."

Just 11th at the end of the first lap—while Roberts set the early pace before hitting reverse—Rossi made steady progress through the pack, picking off most of his rivals as he braked from 250 kph (155 mph) into the Fogarty Esses. Sensing his rival's progress, Biaggi got the hurry-up at one-third distance, moving ahead of Roberts, who was quickly relegated to third by Barros and then to fourth by Rossi. Rejuvenated Superbike hero Haga also put in a strong mid-race run, hounding Barros in third before easing off to safeguard fourth, his best result since commencing his full-time Grand Prix career.

"Once I got through the fairing bashing of the opening laps I concentrated on chasing down the leaders," said Haga, the so-called Samurai of Slide. "I managed to catch Barros, but by that stage the softer front tire I used had done its best." Haga has turned around his fortunes by running a unique tire choice.

"Haga used a new front which he first tried in tests after Catalunya," said Michelin GP boss Jacques Morelli. "He has a very special style, flicking the bike onto its side incredibly fast. The new front gives him more feedback as he goes to maximum lean. He also uses a different rear from the other guys, with a different profile to help him flick into turns, but it doesn't seem to suit the other riders so much."

After half distance there were only three men in it: Rossi, Biaggi and Barros, and in the closing stages it was Rossi who had the pace, opening a two-second gap over Biaggi, who then had his hands full holding off Barros. "I played my own game," said Biaggi. "Barros and Rossi were both running a very quick pace. When Rossi overtook me it was difficult to stay with him, I was los-

ing a little time at a few points around the track. He started from 11th and won, so you can see the potential of him and his bike. It's a hard combination to beat."

Barros might have had a go at Biaggi if the Brazilian hadn't made two costly mistakes in the latter half of the race. Every time he looked capable of getting close enough, he lost crucial time. Nevertheless, Barros was happy enough with his first top-three finish since he won the Italian Grand Prix five weeks earlier.

Biaggi's teammate Checa was also in a positive mood after crossing the line five seconds down on Haga, his best result since May's French GP. Nakano was just half-a-second down on Checa at the flag with Crivillé seventh, three seconds off the Japanese. Crivillé had wasted time during practice experimenting with Rossi's riding position, in a vain bid to regain winning speed, finally returning to a standard set-up for the race.

Roberts slipped further and further back to end up eighth, still unable to find the second-half performance to match his early-race speed. The disgruntled World Champion has yet to

make the top five in his title-defense season.

Reigning 250cc World Champion Jacques scored his best 500cc result in ninth, finally on the pace after fighting back from injury. Capirossi slumped

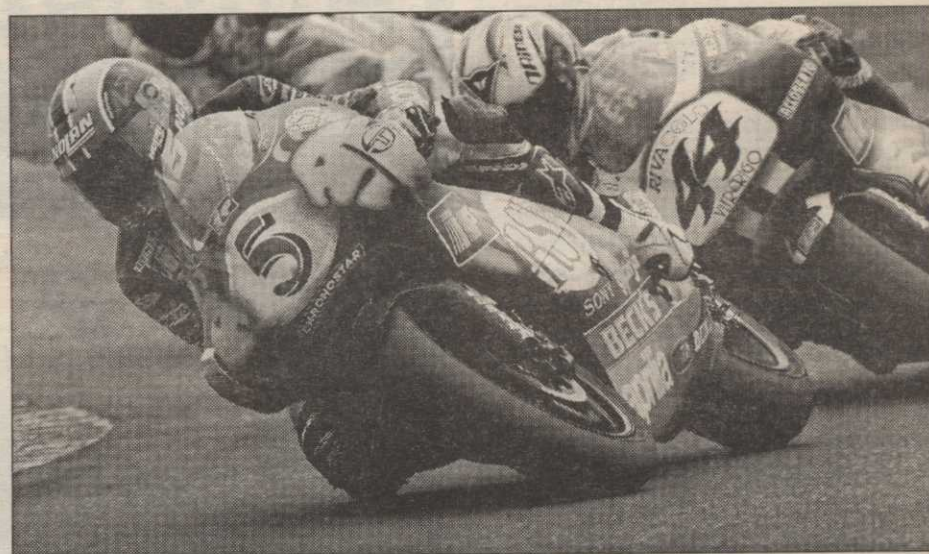
to 10th, suffering tire trouble and arm cramps from his qualifying fall. Gibernau and van den Goorbergh were 11th and 12th, both disappointed after good qualifying runs. Gibernau had made a bad start and then ran into the Proton, putting van den Goorbergh on the grass and dropping him way back.

Vincent was a steady and best-ever 13th, just ahead of Australian teenager Anthony West on the Dee Cee Honda, who was top V-Twin rider in 14th, in front of Walker. "I got left behind in the first few laps," said Westy. "Later on I was with Vincent and Walker, who went straight on at the end of the straight. I needed another lap and I reckon I could have had Vincent."

Katoh Runs Away In 250cc Race Again

Movistar Honda's Daijiro Katoh mimicked Rossi's performance in the 250cc race at Donington, taking his sixth win from eight races in runaway style, despite a mistake that had him off the track and on the grass at one point.

In the early stages Katoh had a great race with fellow Japanese Tetsuya Harada, who later dropped off the pace with a broken spark plug in his Aprilia. All alone, Katoh cracked the lap record, ran off the track, then broke the record again to finish 10 seconds ahead of the pack.



With Daijiro Katoh pulling away out front, Marco Melandri (5) battled Roberto Rolfo (44) for second in the British 250cc Grand Prix. Photo by Sports Photography.



Start of the 250cc Grand Prix at Donington, Daijiro Katoh (74) leading Marco Melandri (5), Roberto Rolfo (44), Jeremy McWilliams (99) and the field. Photo by Sports Photography.

"I didn't know what had happened to Tetsuya, just that my pit signals suddenly told me I had a big lead," said Katoh. "Then I missed a gear going into Goddards hairpin and ran wide. After that I pushed even harder, my tires were perfect and I ran my own rhythm."

Harada crossed the line 18th, gutted at losing 20 Championship points, and now enters the second half of the series 40 points behind his compatriot. "I was working hard to beat him here, now I'll never know if I could've done it," said Harada.

Impressive Aprilia privateer Roberto Rolfo out-rode factory Aprilia man Marco Melandri for second place and his third podium finish from four rides. Melandri blamed set-up problems for his third place. "The bike was difficult to ride through the fast corners of the first section of the track," Melandri said.

Katoh's teammate Emilio Alzamora was fourth after starting from the front row for the first time in his 250cc career, the Spaniard ending the race over 20 seconds ahead of Naoki Matsudo on a Yamaha and Fonsi Nieto on an Aprilia.

Ui Back In Form With 125cc Win

Luckless 125cc title favorite Youichi Ui was back in winning form on his L&M Derbi at Donington, scoring his first podium finish since he won April's South African Grand Prix. Ui, who's had three DNFs in the season's first eight races, dominated the British round from the early stages to win by three seconds.

After taking the lead on lap four, it took Ui a while to shake off the attentions of Toni Elias on a Movistar Honda and Manuel Poggiali on the Gilera. But once clear of the pack, Ui had the race wrapped up.

"My bike was perfectly set up and I was very comfortable," Ui said. "It wasn't easy but I did it without taking too many risks. I really needed this win, it gives me and the team some much-needed confidence after all the problems we've had."

GP racing's latest hero, Elias rode another stunning race, grabbing second on the last corner of the last lap. The 18-year-old spent most of the race duelling with World Championship points leader Poggiali, the pair slowly closing on Masao Azuma and his Honda. Two corners from the flag their three-way contest erupted into a no-holds-barred contest, Elias slicing through the middle and touching Poggiali's front wheel to move to second, then out-braking Azuma into the final turn, Azuma losing third to Poggiali in the run to the line. **RW**

RESULTS

500cc FINAL (July 8) 1. Valentino Rossi, Italy (Hon NSR500), 46:53.349, 95.967 mph; 2. Max Biaggi, Italy (Yam YZR500), 46:55.143; 3. Alex Barros, Brazil (Hon NSR500), 46:55.360; 4. Noriyuki Haga, Japan (Yam YZR500), 47:00.959; 5. Carlos Checa, Spain (Yam YZR500), 47:05.875; 6. Shinya Nakano, Japan (Yam YZR500), 47:06.115; 7. Alex Crivillé, Spain (Hon NSR500), 47:09.574; 8. Kenny Roberts, USA (Suz RGV500), 47:10.048; 9. Olivier Jacque, France (Yam YZR500), 47:10.129; 10. Loris Capirossi, Italy (Hon NSR500), 47:18.130; 11. Sete Gibernau, Spain (Suz RGV500), 47:22.554; 12. Jurgen van den Goorbergh, Holland (Proton KR), 47:38.333; 13. Jason Vincent, Great Britain (Yam YZR500), 47:43.256; 14. Anthony West, Australia (Hon NSR500V), 47:43.382; 15. Chris Walker, Great Britain (Hon NSR500), 47:52.465; 16. Tohru Ukawa, Japan (Hon NSR500), 47:58.225; 17. Leon Haslam, Great Britain (Hon NSR500V), 48:04.097; 18. Johan Stigefelt, Sweden (Sabre V4), 29 laps; 19. Mark Willis, Australia (Pulse), 29 laps; 20. Haruchika Aoki, Japan (Hon NSR500V), 21 laps, DNF, retired; 21. Barry Veneman, Holland (Hon NSR500V), 18 laps, DNF, entered pits; 22. Norick Abe, Japan (Yam YZR500), 18 laps, DNF, entered pits; 23. Jose Luis Cardoso, Spain (Yam

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YZR500), 14 laps, DNF, entered pits. Race Distance, 30 laps, 74.997 miles; Race Time, 46 minutes, 53.349 seconds; Race Average Speed, 95.967 mph; Victory Margin, 1.794 seconds; Fastest Lap, Rossi, 1:33.056, 96.712 mph, Lap 26.

500cc QUALIFYING: 1. Biaggi, 1:31.964, 97.860 mph; 2. Capirossi, 1:32.077; 3. Barros, 1:32.284; 4. Nakano, 1:32.515; 5. van den Goorbergh, 1:32.593; 6. Roberts, 1:32.866; 7. Gibernau, 1:32.988; 8. Jacque, 1:33.059; 9. Checa, 1:33.066; 10. Cardoso, 1:33.204; 11. Rossi, 1:33.266; 12. Haga, 1:33.487; 13. Crivillé, 1:33.495; 14. Walker, 1:33.501; 15. Abe, 1:33.619; 16. Ukawa, 1:33.654; 17. Aoki, 1:33.707; 18. West, 1:33.752; 19. Vincent, 1:34.731; 20. Haslam, 1:35.996.

500cc WORLD CHAMPIONSHIP POINT STANDINGS (After 8 of 16 rounds, all 16 count): 1. Rossi, 161 points; 2. Biaggi, 135 points; 3. Capirossi, 103 points; 4. Barros, 89 points; 5. Nakano, 84 points; 6. Abe, 74 points; 7. Crivillé, 71 points; 8. Roberts, 55 points; 9. Gibernau, 54 points; 10. Ukawa, 53 points.

250cc FINAL (July 8): 1. Daijiro Katoh, Japan (Hon RS250), 42:46.466, 94.678 mph; 2. Roberto Rolfo, Italy (Apr RSV250), 42:56.639; 3. Marco Melandri, Italy (Apr RSW250), 42:56.867; 4. Emilio Alzamora, Spain (Hon RS250), 43:11.566; 5. Naoki Matsudo, Japan (Yam TZ250), 43:33.134; 6. Fonsi Nieto, Spain (Apr RSV250), 43:37.596; 7. Sylvain Guintoli, France (Apr RSV250), 43:38.392; 8. Alex Debon, Spain (Apr RSV250), 43:38.957; 9. Alex Hofmann, Germany (Apr RSV250), 43:40.263; 10. Shahrol Yuzy, Malaysia (Yam TZ250),

43:44.450; 11. David Checa, Spain (Hon RS250), 43:44.583; 12. Klaus Noehles, Germany (Apr RSW250), 43:49.129; 13. Franco Bertaini, Italy (Apr RSW250), 43:53.094; 14. Lorenzo Lanzi, Italy (Apr RSV250), 44:00.959; 15. Luca Boscuro, Italy (Apr RSV250), 44:02.801; 16. David Tomas, Spain (Hon RS250), 44:07.953; 17. David De Gea, Spain (Yam TZ250), 44:11.523; 18. Tetsuya Harada, Japan (Apr RSV250), 44:12.720; 19. Stuart Edwards, Great Britain (Hon

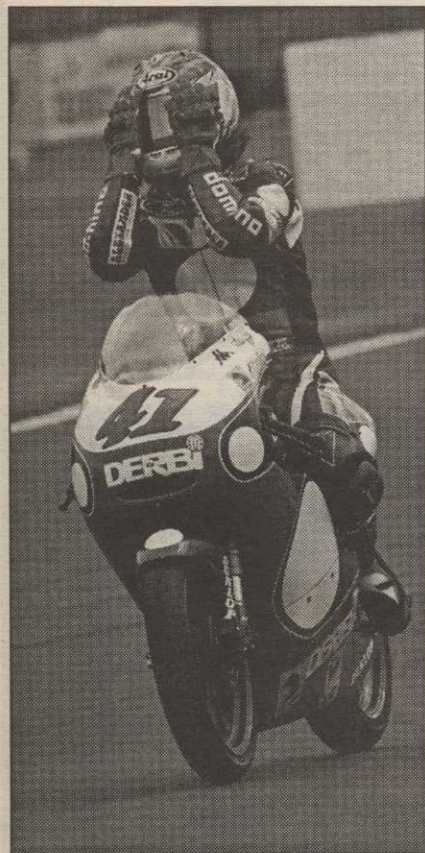
(Italjet), 16 laps, DNF, retired; 31. Pablo Nieto, Spain (Derbi), 5 laps, DNF, crashed; 32. Jaroslav Hules, Czech Republic (Hon RS125), 1 lap, DNF, crashed. Race Distance, 26 laps, 64.997 miles; Race Time, 43 minutes, 17.675 seconds; Race Average Speed, 90.076 mph; Victory Margin, 3.129 seconds; Fastest Lap, Ui, 1:38.626, 91.250 mph, Lap 11, new record.

125cc QUALIFYING: 1. Elias, 1:38.844, 91.048 mph; 2. Ui, 1:38.854; 3. Poggiali, 1:39.124; 4. Azuma, 1:39.268; 5. Perugini, 1:39.481; 6. Hules, 1:39.618; 7. P. Nieto, 1:39.636; 8. Ueda, 1:39.643; 9. Cecchinello, 1:39.824; 10. Borsoi, 1:39.828; 11. Gianluigi Scalvini, Italy (Italjet), 1:39.843; 12. Angel Nieto Jr., Spain (Hon RS125), 1:39.878; 13. Alex De Angelis, Italy (Hon RS125), 1:39.990; 14. Jenkner, 1:39.996; 15. Sanna, 1:40.113; 16. Giansanti, 1:40.274; 17. Vincent, 1:40.436; 18. Stoner, 1:40.589; 19. Sabbatani, 1:40.609; 20. Smrz, 1:40.621.

125cc WORLD CHAMPIONSHIP POINT STANDINGS (After 8 of 16 rounds, all 16 count): 1. Poggiali, 104 points; 2. Elias, 97 points; 3. Borsoi, 93 points; 4. Ui, 86 points; 5. Azuma, 85 points; 6. Cecchinello, 77 points; 7. Ueda, 76 points; 8. TIE, Vincent/Jenkner, 63 points; 10. Sanna, 51 points.



Spanish youngster Toni Elias (24) held off Manuel Poggiali to finish second in the 125cc race at Donington. Photo by Sports Photography.



Youichi Ui (41) covers his faceshield in joy and disbelief after winning the 125cc Grand Prix at Donington on the Derbi. Photo by Sports Photography.

RS250), 26 laps; 20. Diego Giugovaz, Italy (Yam TZ250), 26 laps; 22. Jason DiSalvo, USA (Hon RS250), 26 laps; 23. Katja Poensgen, Germany (Apr RSV250), 26 laps; 27. Sebastian Porto, Argentina (Yam TZ250), 23 laps, DNF, entered pits; 30. Jeremy McWilliams, Great Britain (Apr RSW250), 15 laps, DNF, crashed; 33. Randy DePuniet, France (Apr RSV250), 2 laps, DNF, crashed. Race Distance, 27 laps, 67.497 miles; Race Time, 42 minutes, 46.466 seconds; Race Average Speed, 95.643 mph; Victory Margin, 10.173 seconds; Fastest Lap, Katoh, 1:34.096, 95.643 mph, Lap 18, new record.

250cc QUALIFYING: 1. Harada, 1:33.651, 96.097 mph; 2. Katoh, 1:34.002; 3. Melandri, 1:34.108; 4. Alzamora, 1:34.519; 5. McWilliams, 1:34.551; 6. Matsudo, 1:34.727; 7. Rolfo, 1:34.843; 8. DePuniet, 1:35.365; 9. Nieto, 1:35.533; 10. Porto, 1:35.678; 11. Debon, 1:35.726; 12. Hofmann, 1:35.831; 13. Roberto Locatelli, Italy (Apr RSV250), 1:35.965; 14. Guintoli, 1:36.165; 15. Yuzy, 1:36.190; 16. Checa, 1:36.297; 17. Noehles, 1:36.459; 18. DeGea, 1:36.587; 19. Bertaini, 1:36.784; 20. Boscuro, 1:36.968; 29. DiSalvo, 1:39.022; 33. Poensgen, 1:39.503.

125cc FINAL (July 8): 1. Youichi Ui, Japan (Derbi), 43:17.675, 90.076 mph; 2. Toni Elias, Spain (Hon RS125), 43:20.804; 3. Manuel Poggiali, Republic of San Marino (Giler), 43:21.544; 4. Masao Azuma, Japan (Hon RS125), 43:21.641; 5. Lucio Cecchinello, Italy (Apr RS125R), 43:35.061; 6. Simone Sanna, Italy (Apr RS125R), 43:41.322; 7. Steve Jenkner, Germany (Apr RS125R), 43:41.876; 8. Gino Borsoi, Italy (Apr RS125R), 43:42.097; 9. Angel Rodriguez, Spain (Apr RS125R), 43:45.714; 10. Gabor Talmacs, Hungary (Hon RS125), 43:46.287; 11. Mirko Giansanti, Italy (Hon RS125), 43:46.295; 12. Daniel Pedrosa, Spain (Hon RS125), 43:50.764; 13. Jakub Smrz, Czech Republic (Hon RS125), 43:53.800; 14. Joan Olive, Spain (Hon RS125), 43:54.258; 15. Max Sabbatani, Italy (Apr RS125R), 43:54.623; 16. Gaspare Caffiero, Italy (Apr RS125R), 44:01.524; 17. Casey Stoner, Australia (Hon RS125), 44:08.517; 18. Arnaud Vincent, France (Hon RS125), 44:18.789; 19. Eric Bataille, And (Hon RS125), 44:23.815; 20. Marco Petrini, Italy (Hon RS125), 44:29.180; 23. Noboru Ueda, Japan (TSR-Hon RS125), 25 laps; 24. Stefano Perugini, Italy



BMW Into Four-stroke Grand Prix?

In the GP paddock there're rumors and there're rumors. There're rumors that come and go and there're rumors that keep coming back. BMW entering four-stroke GPs is one of the latter, despite consistent denials.

It's one of those 'it makes sense' deals. BMW officials are said to be jealous of the huge units shifted in the sportbike market, something they can't be a part of until they build a proper sportbike. So it'd make sense to go into GPs, creating an all-new engine, using the BMW F1 department's convenient know-how. The marque's F1 engine is currently the most powerful of all, punching out around 840 horsepower, or 280 bhp per liter. That's way more than needed for bike racing.

Paddock gossip suggests that the bike's chassis would be created by Team Roberts, the British-based operation owned by former 500cc World Champion King Kenny Roberts, which currently runs its own-built Proton 500cc Triple in GPs. A winning combination, possibly.

The last time BMW entered Grand Prix races with a factory team was in the 1950s, when the company failed to win a GP, despite Walter Zeller coming close a few times. Pre-war was a different story—supercharged BMW 500cc Twins won plenty, but that was before they'd invented the World Championship.

Kocinski's New Ride

How about that John Kocinski bloke, eh? The man who once famously said "If you ain't American, you ain't shit" has gone all Anglophile on us. A former 250cc Grand Prix and Superbike World Champion, Kocinski is planning to spend around \$500,000 on a brand-spanking-new Bentley. Not a lot of money when you've just made \$3 million flogging some Beverly Hills real estate to Eddie Murphy.

"I'm buying a Bentley Azura Mulliner," Kocinski says. "It's like the ones that Ralph Lauren and the Sultan of Brunei have got, except they're doing a special one for me. There's only eight of them in the world. I got a BSA, too, people in Beverly Hills like classic stuff. I'm totally British now. I ride the BSA down Sunset Boulevard, then go to dinner in the Bentley. I didn't used to give a f--k about the British, 'cause I'm American, I guess, but now I like their stuff." Um, yeah, er, whatever you say, John.

World Champion Roberts Struggles

Kenny Roberts' defense of the 500cc world title he won last year is the worst ever in the history of the sport. The American failed to finish in the top five at each of the first eight rounds of the 2001 World Championship, a unique achievement by a rider who has competed in every race.

Roberts blames bike problems for his below-par performance in a season when the race pace has jumped considerably. His Movistar Suzuki RGV500 is undoubtedly the slowest factory 500 in GPs. At Mugello, the Italian venue that boasts the fastest straightaway in GP racing, Roberts' RGV clocked 190.5 mph, while the best Honda rocketed through the speed traps at 196.1 mph and the quickest Yamaha at 195.8 mph.

But it isn't just plain speed that Roberts complains about. "We're getting trampled all over at the moment," he said earlier this year. "We've got too much engine braking and an acceleration problem, it's something we've had for a couple of years now, but we're not able to hide it any more. We're competitive early on in races but once the tires get about medium worn, the other guys have a big advantage in throttle-to-tire connection, and therefore acceleration."

Roberts can't hide the bike's defects because the racing is so much faster this season, with several GPs 20 to 30 seconds faster than last year, in terms of total race time. Which begs the question: Was



Jason Vincent at Donington, with a Red Bull Yamaha YZR500. Vincent filled in for the injured Garry McCoy. Photo by Sports Photography.

Roberts' 2000 success a soft Championship? Maybe, but if the racing was slow, Roberts was still fast enough to win the title.

But Roberts' misery probably has deeper ramifications for Suzuki than for the American, who can always go and ride for another factory (there've already been rumors of talks with Honda). Suzuki's inability to get the RGV competitive will hurt the factory's future, because the company may struggle to attract the best riders for the new XREO four-stroke program.

Other Miserable 500cc Title Defenses

1953: Offended by his Gilera team, who'd signed British rival Geoff Duke, 1952 World Champion Umberto 'Invisible' Masetti didn't even bother turning up at most of the title rounds.

1956: Geoff Duke missed the early GPs after copping an FIM ban for taking part in a riders' strike at the 1955 Dutch GP. He won the sixth and final round on his factory Gilera.

1973: Giacomo Agostini had a disastrous time defending the title he'd already won seven times. He missed two races due to track safety concerns but won the year's seventh GP.

1986: Burned out by his 250cc/500cc World Championship double, Freddie Spencer led the first Grand Prix but withdrew with tendinitis. Returned to racing following an operation but his wrists never fully recovered.

1990: Eddie Lawson returned to Yamaha after winning for Honda, got taken out by Mick Doohan at round one and broke an ankle at round two. He was out of action until June.

2000: Without teammate Mick Doohan around, World Champion Alex Criville struggled to continue his dominance of the 1999 season. But he did win the fifth round at Le Mans.



Is Max Biaggi's recent run of good luck due to divine intervention related to his audience with the pope? Let's just say it's a good thing God doesn't have a dress code.

Biaggi And The Pope

The world of bike racing may not be very God-like (there's only one Grand Prix with a paddock chapel and that, Christ on a Bike, is at Phillip Island) but Max Biaggi apparently enjoys a direct line to the Big G. Well, not exactly direct, he has to go through the Pope. The Roman Emperor met the pontiff a few weeks before the Dutch GP, where, if you remember, a rain shower stopped the 500cc race just as Biaggi was about to get nailed by Rossi. And a few weeks earlier he'd said no when Yamaha asked him to test the M1 GP four-stroke at Catalunya, so John Kocinski rode the bike instead and broke an arm when a water hose split. "That could've been me," said Biaggi.

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British GP Notes

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Call it divine intervention, that's as good an explanation as any other.

Doohan Back On Track

Mick Doohan is set to ride a race-bike in August for the first time this year. The five-time 500cc World Champion is slated to ride a handful of demo laps at the Suzuka 8-Hour aboard Honda's new RCV four-stroke GP bike. It will be the first time the five-cylinder machine has been run in public.

"It would be good to ride the bike because I really want to find out what it's like, having seen it quite a few times," said Doohan. "I haven't ridden a bike for ages, so I'll have to get some new leathers and a new helmet. I don't suppose that'll be too much of a problem—I haven't put on that many pounds so the measurements should be pretty much the same!"

Sheene Weighs In

Former 500cc World Champion Barry Sheene, who raced a Manx Norton to victory in the Donington Park classic race, has given the thumbs up to the Biaggi vs. Rossi punch-up. The arch-rivals' post-Catalan Grand Prix fisticuffs made headlines around the globe, raising racing's profile no end. Many pundits reckon the incident helped boost pre-sales for the British Grand Prix from 850 last year to 18,000 this year.

"It's great for the sport," said Sheene, who's always known how to hit the headlines. "Everyone's been talking about the fight, it's good, there's nothing wrong with it."

Aussie Is Top-performing Wild Card

Top wild card at the British Grand Prix was an Australian—15-year-old Casey Stoner. The teenager, who's running away with the British 125cc series on an old Honda RS125, finished 17th in his GP debut. The previous day he was second-fastest in the wet final qualifying session.

"We've been struggling to get a set-up in the dry, the bike's running a bit wide

in the turns," said Stoner, who rode the RS125 he uses in the Spanish Movistar 125cc series, a new Championship designed to encourage young Spanish talent.

DiSalvo Highest-finishing 250cc Wild Card In Best GP Result

Cruise America Grand Prix Racing's Jason DiSalvo recorded his best-ever World Grand Prix finish in the British 250cc Grand Prix. DiSalvo, 17, rode a calculated race to finish 22nd, bettering his 24th-place finish in the 1999 Brazilian 125cc Grand Prix. DiSalvo was the highest finisher of the five wild card entries in the 250cc event on his PJ1-backed Honda RS250. DiSalvo said afterwards "It was a tough race but the longer races I've been doing in Europe helped me a lot physically and I got stronger as the race went on. I picked up some tips from (Daijiro) Katoh and (Emilio) Alzamora when they lapped me and I had a good dice with some of the regular riders." DiSalvo was actually racing Katja Poensgen.

The Batavia, New York teenager will take part in at least 31 road races this year, competing in 10 different countries in various regional, national, and international race series. DiSalvo has already raced in the FIM World Championship, European Championship, British Championship, Spanish Championship, the Czech National series, the AMA MBNA 250cc GP Championship, the WERA National Challenge series, the Formula USA Series and the WSMC series.

Vincent's New Ride

Garry McCoy's Red Bull Yamahas were kept warm over the British Grand Prix weekend by Jason Vincent. The British rider was reluctantly loaned to the Red Bull squad by his struggling Pulse team, which went through Donington with just one rider, Mark Willis.

Vincent was approached by Red Bull Racing Director Peter Clifford just hours after the finish at Assen the previous weekend, where he'd suffered a morale-sapping DNF. He was finally released from his contract and rode a few laps at local track Mallory Park to get a basic set-up with McCoy's YZR's. But Donington didn't go as well as expected, Vincent only



Kenny Roberts' 500cc title defense has been one of the worst in history, a problem he says is caused by the Suzuki RGV500. Photo by Sports Photography.

managing 13th despite full-factory 500cc horsepower. Nevertheless he was happy with his best-ever 500cc result.

"Qualifying wasn't what we hoped, mainly because of the weather," Vincent said. "We had so many things to try and we didn't get the chance to do all that stuff with slicks on."

Riders For Health Charity A Success

The annual Riders for Health charity day raised a record £80,000 (\$112,800) at Donington on Thursday. GP racing's own charity, which raises cash for mostly motorcycle-based aid projects in Africa, organized the usual array of events, including riders' memorabilia auctions, quizzes and rides on the Marlboro Yamaha two-seater YZR500. The memorabilia auction raised an astonishing £35,000 (\$49,350). Biggest-earning item was a set of Max Biaggi's leathers, which went for £4500 (\$6345).

Strong Added To Dorna Sports Board

Former Qantas boss James Strong has been appointed to the board of Dorna Sports, the Spanish promoters of GP racing. A keen

fan of bike racing, Strong was behind Qantas backing the Australian Grand Prix.

"Motorcycle racing has had many great Champions, and Australia in particular with the successes of Mick Doohan and Wayne Gardner in the past 15 years," said Strong. "And there's an exciting new group of riders coming through now. I very much look forward to participating, through Dorna, in the very interesting future for world motorcycle racing."

Montoya Takes A Look

Bike fan Juan Pablo Montoya visited the British bike GP on Sunday, marking the Williams BMW F1 driver's second visit to a Grand Prix this year. The Colombian was asked by the Marlboro Yamaha team if he'd like a go on the two-seater YZR500 but turned down the offer. "Maybe if it was at a private test," he said. "But not in front of 40,000 fans!"

While Montoya sat on the sidelines, the latest celebrity to experience the two-seater was soccer player David Batty. The bike-mad Leeds United star rode three laps of Donington behind former 500cc star Randy Mamola, even though he wasn't so sure what his bosses would think of the ride.

"I don't think they would've wanted us to do it, I'm not even allowed to do any riding on the road," grinned the 32-year-old midfielder who has won 42 England caps. "I've always been into bikes but football (soccer) means I don't get to ride like I'd like to. Randy was great, you can tell he's a really special rider. The best bit was the front end going light out of the corners. I'd definitely have another go, if I'm allowed!"

Gardner To Lead Road Ride

Former 500cc World Champion Wayne Gardner will head a 1000-kilometer (620-mile) road ride from his home town of Wollongong to the Australian Grand Prix at Phillip Island in October. "It's going to be a really enjoyable cruise," said the 1987 500cc World Champion, who won the 1989 and 1990 500cc GPs at the Island. "Hopefully it will be the start of a tradition." **RW**

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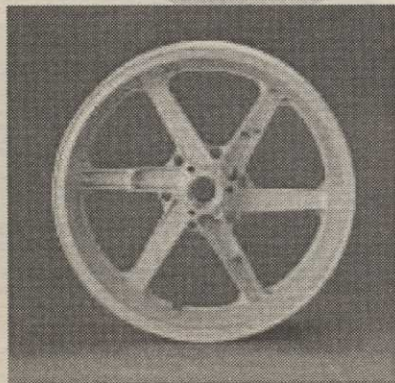
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Edmondson Vs. The AMA

continued from page 45

ness being at the table. Yet the Board of Trustees persisted in the face of overwhelming evidence that they had little or no chance for success. The sole beneficiaries of the AMA's continued litigation were the AMA's attorneys, as the AMA members funded a litigator's employment project. From this, and a steady litany of incredible press releases, I was led to believe that the Trustees' motivations had to be both a deliberate and implacable malevolence toward Roger Edmondson, and a deliberate reckless disregard for their fiduciary duty regarding the Association's assets. The concept that the supposedly sophisticated Board of Trustees not only got patently bad advice, but also accepted it and paid for it, and then followed it at great cost for almost a decade, was unthinkable to me. Yet as per conversations with A. Barrister, this is not an uncommon situation in real life. Again we have a statement here that is a clear admission of culpability and responsibility for the initiation and outcome of the Edmondson affair. I have no problem accepting this, as stated, and moving past this. Neither does A. Barrister:

From a private communication from A. Barrister:

I think *Roadracing World* is a bit too critical of this statement. I think they should applaud it. Sure, there's a couple minor matters they don't cover, but it hits the big points and is the first thing I've read from the AMA that feels like a genuine, grown-up attempt to communicate instead of obfuscate. Probably most of the bullshit we were reading resulted from the former attorneys editing or drafting every press release—which is SOP when press releases touch on current litigation. Now they have grown-up counsel who are letting the board act on its better instincts. In fact, after reading this I'm changing my mind and sending in my dues this year. Now there may be long-term hope.

A. Barrister brings up a very good point. The concept of the AMA's lawyers writing or editing all the press releases on the litigation is nothing but the rock bottom SOP (Standard Operate Procedure) to him. On reflection, it is so crystal clear as an appropriate and necessary procedure that I must have recognized it and accepted it on some level from the start of the affair. Still, the overt statement of the concept throws a different perspective on all the AMA press releases regarding the Edmondson affair. We could very well have been reading self-serving press releases authored by the AMA's lawyers to release to the members, rather than communications directly from the board. Again the Trustees must be faulted for allowing this to take place by accepting their lawyers' judgement without reservation, but it is the nature of people to hear only what they want to hear and to defer to authority figures in cases of specialized knowledge, justified or not.

Another consideration is that the board speaks with one voice through press releases, but concealed behind the press releases are a group of individuals who may be of widely varying opinions in regard to matters. There have been changes in the membership

and hierarchy of the Board of Trustees recently and the settlement may have been a product of that. We may never know exactly how the Board members stand on any particular issue at any one time and it would be a mistake to assume that they are of a uniform and fixed mind based on press releases, and that they are incapable of recognizing when the membership could be better served by a change in direction.

Finally, the most recent actions of the AMA's Board of Trustees and the settlement with Roger Edmondson effectively validate the time and trouble that A. Barrister and I spent keeping the AMA members informed of what was actually occurring regarding the Edmondson Vs. The AMA lawsuit. The AMA has recognized and responded to the reality of the situation as recognized by knowledgeable and informed observers and we're all on the same page again.

At some point, you have to make up your mind what you're gonna do; Can the AMA be worked with, or is it beyond hope? I made my mind up a couple of years ago when I re-upped with the AMA as a member and wrote about it in "I'm A Proud Member Of The AMA Again." (*Roadracing World*, March 2000) A. Barrister has also made his mind up as per his stated intention to rejoin the AMA.

"We have lost much more than money from these lengthy proceedings. We have lost..."

"It was time to stop the bleeding, and the way to do that was through a realistic evaluation of our situation, leading to an appropriate response... We could not work to resolve this litigation while openly discussing our strategy and our positions in public... I commit to our members that now, with this matter behind us, we will work to cull what lessons we may learn from the episode, while committing to recognize future pitfalls before we are so deeply involved. It is now time to move on."

We never asked for anything unreasonable, and ultimately we got what we asked for; justice for Roger Edmondson, and an end to the profligate waste of the AMA's resources in a futile attempt by the Association to escape the consequences of the theft of Roger Edmondson's interest in their joint venture. We may not have gotten it when we wanted it, it may not be all of what we wanted, and the settlement certainly can't undo the past, but we'll accept what the AMA is offering as the best deal for both parties and move on. We're all adults here. We can start anew in regard to the end of this issue and look to other matters. As long as the AMA makes an honest effort to do what is right, we can work together.

A Very Special Thanks To A. Barrister

On behalf of AMA members everywhere, I'd like to thank A. Barrister for the time and effort he has spent on educating me and all the other *Roadracing World* readers on both the basics and the finer points of law in regard to Edmondson Vs. The AMA. It is through his generosity and the generosity of others like him in other fields that I have learned much of what I write about. Motorcycles and motorsports as a pastime draw more than their share of exceptional individuals from other areas and fields of life, and I am greatly pleased to be able to number some of them as friends and acquaintances. **RW**



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Ciccotto, Acree Win But Connell Keeps Points Lead

Mike Ciccotto and Lee Acree each won one of the two Unlimited Superbike races during a blazing-hot Formula USA weekend at Virginia International Raceway, but at the end of the weekend Australian Craig Connell still held the series points lead on his AMS Ducati.

Ciccotto had a mixed weekend on his Hooters Suzukis, qualifying fastest in Unlimited Superbike but getting himself relegated to the back of the Pro Sportbike grid by pulling behind the hot-pit wall during Sportbike qualifying, crashing out of the Sportbike race, winning the first Superbike race, then crashing out of the second Superbike race and declaring that he would never compete with F-USA again.

Lee Acree won the Sportbike race when Arlight Suzuki teammate Brian Parriott crashed out of the lead and won the second Superbike race when Parriott held up his hand and slowed when rain started to fall, handing Acree the lead before officials red-flagged the race. Ciccotto blamed his second-race crash on the rain and said officials were too slow to respond, while Acree and Connell disagreed.

In other F-USA action on the weekend, Brian Kcraget won the Aprilia Cup Challenge race on a borrowed RS250 and Michael Barnes won the Buell Lightning race with back-from-injury Richie Morris second. Derek MacKelvie King won the GPRA 250cc Grand Prix race and Stewart Aitken-Cade won the GPRA 125cc Grand Prix race after early 125cc leader Kcraget crashed while eight seconds ahead, lost 45 seconds, and charged back to make up 30 seconds and finish second.

Pro Sportbike

Acree jumped into the front at the start of the 18-lap Pro Sportbike race, ahead of Parriott, Barnes and Shogun's Paul Harrell. Ciccotto passed nine riders on the first lap but then crashed starting the second lap. Parriott took over the lead on lap four and at the start of lap five, Acree ran off the track and fell back to fifth. An ambulance on course helped Acree catch up to leaders Parriott and Harrell. Parriott crashed out of the lead on lap 10, Acree passed Harrell on lap 11, and, except for Harrell briefly leading again at the end of lap 13, the race at the front was set, Acree barely ahead of passing, probing Harrell, both well ahead of Barnes, who in turn had a good advantage on the battling trio of Stoney Landers, Chuck Chouinard and Marc Palazzo. Acree won by 0.101-second and Barnes was 3.0 seconds behind Harrell.

"When Brian went by me, I got on the throttle too hard coming out



Mike Ciccotto (13) leads the first lap of the first Formula USA Unlimited Superbike race at VIR, chased by Craig Connell (153), Brian Parriott (46), Lee Acree (84), Paul Harrell, Shawn Higbee, Grant Lopez, Ken Chase (24) and the rest of the field. Photo by Brian J. Nelson.

of three and flipped the tip-over switch," said Acree. "Got it collected, then the next lap, ran off turn one, just got in too hot trying to make up what I'd just blown, ran off turn one, came back on, I think I was fifth when I came back on. Well, I thought, I need to settle down, get back up to the box, try to settle down and ride smart, get in some clean laps. A rider crashed, an ambulance was out, we had to go the long way around, really slowed these guys down, pretty much as much as I lost when I ran off in turn one, that got me back up there. Brian (Parriott) tucked the front between 17 and 17a when he was leading me and Paul, fighting, fighting it, just couldn't get it to come back up. Once I got in front, it was just guard. I knew Paul was eating me up so I just tried to be in the way as much as I could.

"I got sick yesterday," said Harrell afterwards. "I thought I had him nailed, I set him up on every corner, the last seven, eight laps, and every

lap, every corner that I set him up on, he blocked me. He did a great job and I didn't have nothing for him, he rode really good, steady, consistent, just hard to beat that here. I think I might have had some bad fish or something the night before last and I'm not feeling good at all."

"I was surprised that I was able to be that strong for that long into the race," said Barnes, who is coming back from a shoulder injury. "But I got a good start like I planned, I kind of planned to get the holeshot so I could hold those guys up so (teammate) Mike (Ciccotto) could catch up but it didn't look like he would have caught up anyway."

That was the hardest race that I ever had," said Landers, who finished fourth ahead of Chouinard and Palazzo, well behind Barnes. "It was just they'd get out in front, they'd make a mistake, I'd get up in front of them, then I got hit, Marc Palazzo ran into me, then it was just back-and-forth the whole race. I pulled my shoulder a while back so

it started coming it, I just tried to ride as hard as I could."

Buell Lightning

The Buell Lightning race belonged to Barnes from the start: Barnes jumped into the lead and had a 1.1-second advantage at the end of the first lap, building that lead to over 13 seconds at the end of the 12-lap race. Behind him, Richie Morris and Bryan Bemisderfer battled for second with Morris pulling away in the closing laps, while Jason Smith came from the back of the grid to finish fourth.

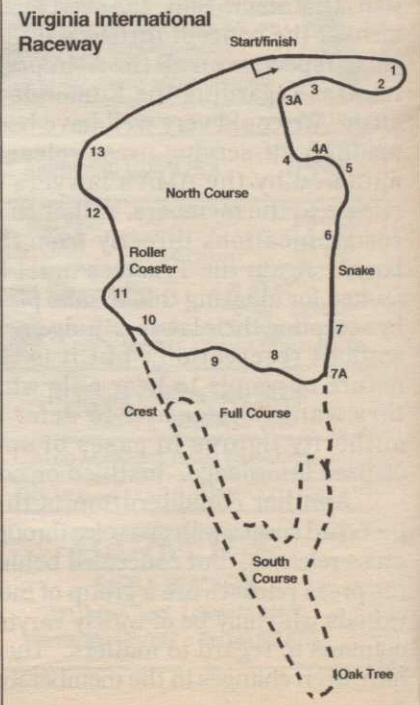
"This weekend wasn't too tough," Barnes said. "It was a really fun race. I'm glad that I got the holeshot 'cause it made it a lot easier, and the bike is just tuned so perfectly and I can't say enough about Innovative Motorcycle Research. They just really prepared a great motorcycle."

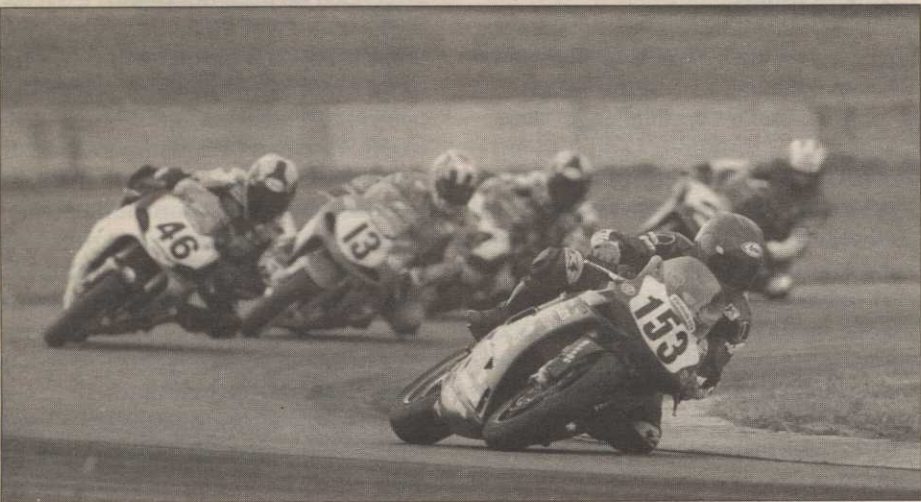
Asked how hard it was to come right off the Hooters Suzuki GSX-R600 he rode in the Pro Sportbike event and onto the Buell for the back-to-back races, Barnes said "I didn't think it would be that tough, but the first lap it proved to be tough because I kept on turning in when I turn in on a 600 and on the Buell you got to turn in quite a bit a sooner, but you can get on the gas a lot sooner, so it took me about a lap to figure that out again, and it was smooth sailing after that."

An ecstatic Morris said of his comeback race (following serious injuries at Daytona), "It's just great. My Hal's Performance team just built a great bike and put it under me, and I went out there and just kinda tried not to think about the pain and went on. Adrenaline took over. I kind of hurt on the brakes and on the left-hand turns, but on right-hand turns I was okay."

Bemisderfer said, "I had problems with Richie. He really was on, he's a tough guy, and I had him outbraked a couple times into turn one, but after awhile my brakes just went away. He was riding very good, really clean, and his bike was really quick and it was a fun race. It went really well. I'm really happy about the way it turned out."

Jason Smith's Buell hit 95.4 horsepower on the dyno after qualifying, 0.4 over the limit, relegating Smith to the last row of the grid. Of his charge for-





Craig Connell (153) has the lead early in the second Formula USA Unlimited Superbike race at VIR, ahead of Brian Parriott (46), Mike Ciccotto (13), Lee Acree and Tray Batey (2).
Photo by Brian J. Nelson.

Ciccotto said "On the warm-up lap my wrist was really bugging me bad. I couldn't even hardly use my hand. But I guess when I started I got the holeshot and I just got a really slow pace in the beginning. Brian started to pressure me a little bit, my hand started coming in a little bit, I guess the adrenaline took over, and he kept me out there a little bit. Once I put my head down and got around him I started checking on out. Halfway, my hand was really bugging me so I was happy I had the lead and just cruised around."

"Well, it was better than the first, wasn't it?" said Parriott, referring to his Pro Sportbike crash. "I don't think I could run the pace out front, and

that's why he went back through. But I was pretty content to follow him. He gapped me and some lappers, two guys in particular. And then I just tried to maintain that. I had a gap back to third."

"It was really long," Acree said of the race. "I'd been out for a month (rehabbing from arm surgery). I'm a little out of shape and I haven't been able to train. You know and all these guys, I don't know, some of the guys I think have been taking some time off, too but it was a hard race for me. My bike and tires were the deal, that was what got me where I was. I just did the best I could."

.....
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The podium after the second Formula USA Unlimited Superbike race at VIR, winner Lee Acree flanked by second-place Brian Parriott (left) and third-place Shawn Higbee.
Photo by Brian J. Nelson.

ward, Smith said "I got a fairly good start, but went into turn one and got in between two gears and had to run it wide. I believe I would have been up there with Bemisderfer and those boys if I hadn't missed that gear, just one mistake put me back to fourth. I did the best I could today."

EMGO Suzuki half-a-second behind Acree and two seconds ahead of Batey on the Blackmans Aprilia.

After his crash in the Pro Sportbike race, Ciccotto said his right wrist was hurting. Asked how it affected him in the Unlimited Superbike race,

Unlimited Superbike Race One

The first Unlimited Superbike Race saw Ciccotto lead Parriott into turn one, chased by points leader Connell, Harrell, Acree, Shawn Higbee, Ken Chase, Eric Wood, Tray Batey, John Haner and reigning Champion Grant Lopez.

Higbee crashed in turn one at the start of lap two, Harrell passed Connell, and Lopez started a move forward that would bring him from 11th to ninth on lap two, eighth on lap four, seventh on lap seven, sixth on lap nine, fifth on lap 10, and fourth on lap 17 of 18.

Meanwhile, Parriott passed Ciccotto to lead laps three-five, Ciccotto retook the lead, and Chase crashed out on lap seven. Ciccotto and Parriott pulled a small gap on the string of pursuers, Acree, Harrell, Connell, Lopez and Batey.

In the second half of the race, Connell faded with arm pump, and would eventually finish seventh, just behind Harrell, who was having shift-linkage problems and was passed by Lopez and Batey. Ciccotto won by 2.9 seconds from Parriott, with Acree another second behind and Lopez on his Valvoline

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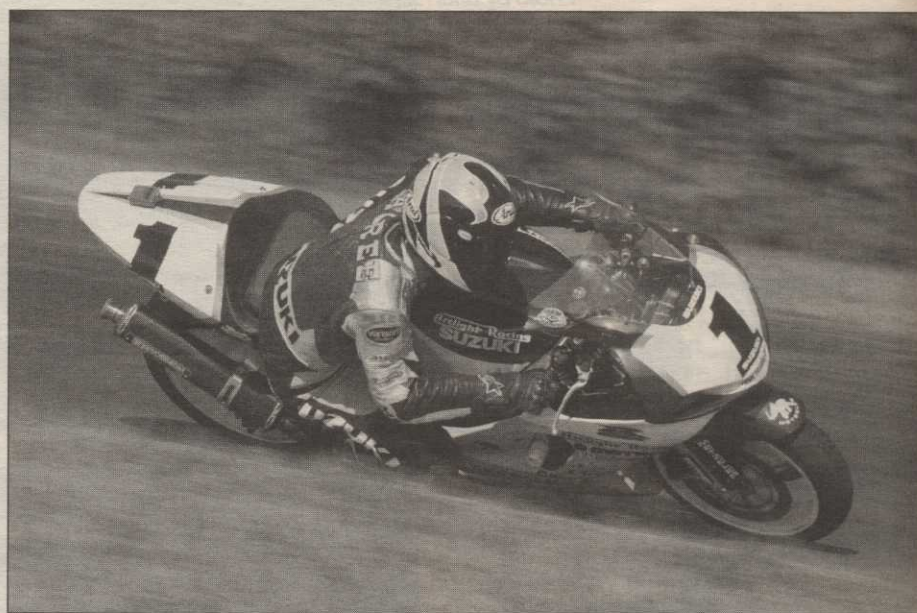
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Aprilia Cup Challenge

The Aprilia Cup Challenge race belonged to Brian Kcraget, who fended off an early challenge from Jeff Wood, led every lap across the line and won by 4.4 seconds on a borrowed motorcycle he'd never raced before. Derek MacKelvie King charged up into second after a bad start that saw him sixth at the end of the the first lap, and King turned the fastest lap of the race in the process. Young Thad Halsmer had his best finish in the series to date with a third, 2.5 seconds behind King, with Wood fourth, another 2.8 seconds

"I ended up in eighth place. I fed it back in and on the first lap I believe I fell back to 12th place. I had to make my way back through a pack of riders and I ended up getting stuck behind Jeff Wood and I don't know the other rider's name but had I gotten around those guys about four laps sooner I think we could have made this a race for the lead, but just unfortunately I was stuck in traffic for most of the race. There's always next year."

Halsmer said, when told his lap times in the race, "That's definitely about two seconds faster than I qualified in practice. I felt like I was pushing pretty hard. There's a couple times where I felt like maybe I was a little over my head but I ended up where I needed to be." Asked what allowed him



Lee Acree (1) won the Sportbike race at VIR, on his Arclight Suzuki GSX-R600.
Photo by Brian J. Nelson.

behind Halsmer.

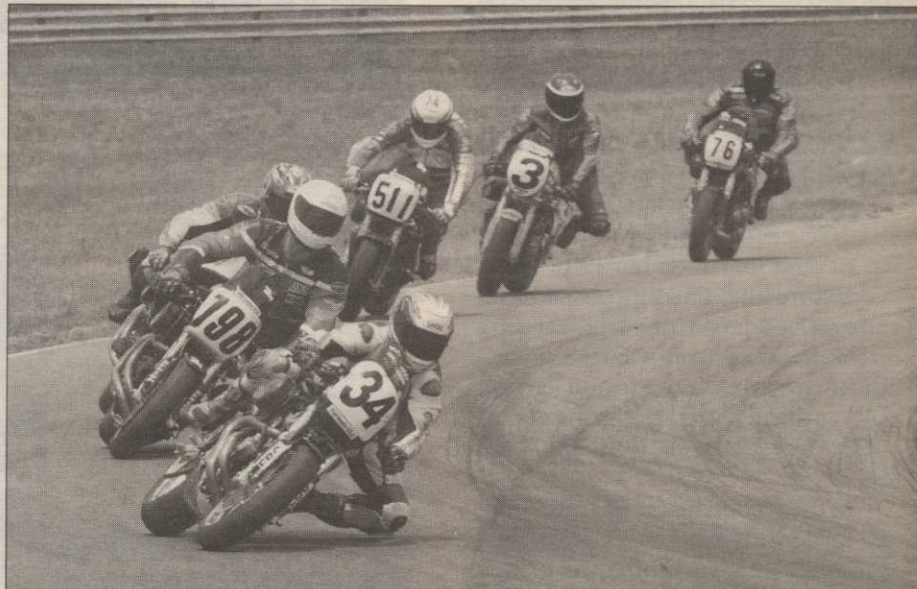
"I just put my head down," Kcraget said. "Jeff (Wood) got under me I think going over into five and I was like, gosh, he's going good but I got back by him and was able to just put in some really good laps and it was just great. It was really great. I have to thank Speedworks, and we've been joking all weekend, Roach Enterprises. Brian Roach actually loaned me the bike for this weekend. First time riding it, and thanks to him and his girlfriend, Laura A. Granato, otherwise I wouldn't have had a bike."

"I was played like a pinball going into turn one," said King when asked about his charge up through the field.

to step it up in the race, Halsmer said "Basically inspiration and knowing I was still on the podium and I wanted to stay there." Halsmer said that this is his first season on the Aprilia and that, prior to VIR, "At Daytona I came in eighth in the rain and Willow Springs I came in ninth so this is definitely my best result on them."

Unlimited Superbike Race Two

Parriott led the most laps in the second Formula USA race, seven out of 14 completed, with Connell leading another six, but Lee Acree led the one lap that counted, the last before



Michael Barnes (34) jumped out in front of the Buell Lightning race at VIR, then pulled away to win. Here, Bryan Bemisderfer (798), Richie Morris, Tim Bemisderfer (511), Jeff Johnson (3) and Steve Luxem (76) pursue early on. Photo by Brian J. Nelson.

the red flag came out. Acree made his move when rain drops started to fall and leader Parriott put up his hand; Acree shot past and led Parriott and up-from-last Higbee—who had passed Batey in the Ciccotto crash melee—into winner's circle.

Ciccotto, who had been with the leaders, crashed on lap 13, blamed his fall on the rain, said officials should have red-flagged the race earlier, and swore he'd never race with F-USA again.

"It's totally ridiculous," said Ciccotto. "I'm sitting there throwing my hands up in the air, falling in the wet back there, everybody's walking from pit road and they wait for them to do another lap for what, waiting for another person to crash? Which is exactly what happened?"

"I leaned the bike in and the back end just goes roooooohh and just flicks me right off," continued Ciccotto. "The cornerworker's already radioed them and says it's raining back here. They sit there and wait and wait and wait and then another guy goes down and then they throw the red flag. And you know another thing, FIM, you throw your hand up, the leader, Brian didn't want to ride anymore. The thing was so slick it was ridiculous. So they wait for somebody else to go smash on their head, and then they go okay it's over."

F-USA's Bill Syfan said proper procedures were used prior to the red flag. "Surface flags were out from the time that we got a report of rain and we went

me. But it was still pretty clear at that point. But once he lost the front the bike was sliding down the hill and through the grass but he was going to cross the track down about the third turn down the hill, but I thought I can beat it, I can beat it and the bike starts sliding across the track and I can't beat it so I had to take to the dirt. So I had to go out in the dirt, make a U-turn, get back on, that's how Higbee caught me."

"You know, I did the best I could," said Acree, "and I think that was really Brian's race there at the end. You know he got up front, started putting a little bit of a gap on us, and the rain started and Brian was hoping to get them to stop, he was pointing up letting everybody know that it was raining and I kept not seeing any flags, so I said well, I'm going try and score a couple laps out front here and luckily that's the way it worked out. So the rain really kind of hooked me up."

"I saw the rain come down and it was enough I thought over there down the roller coaster that they should stop it," said Parriott. "There was enough rain falling, the track was getting wet, and I screwed up. I missed the rule-book, I didn't read the right one or something cause I thought the leader could stop the race just like in FIM."

"I saw this group of six guys in front of me and I was chasing them all race long," said Higbee, "and after that pile-up there where Ciccotto fell down, I was able to make up some ground



Richie Morris (9) made his comeback to road racing with a second-place finish in the Buell Lightning race at VIR. It was Morris' first race since he was seriously injured during an AMA event at Daytona. Photo by Brian J. Nelson.

surface flags all the way around the course. The turns that were wetter, we went with a standing yellow included with the surface flag."

Eyewitness Batey said of Ciccotto's crash, "It looked like Mike was ready to pounce on Lee (Acree) trying to put a push on and he was really trying hard there that last couple of laps. But it looked like he lost the front up in the top of the hill, not really going in but just as you come down, his front end went away and it was a real easy nice, low-side wreck. I didn't see any drops on my faceshield at that point. I think you know, at that point, the tires were, all of our tires were squirming around a little bit. I know mine were. You just kind of had to be careful how quick you were snatching the bike from side-to-side. So I don't think he hit anything, but he'd be a better judge of that than

and a couple guys went out so I kept my head down, so I guess this weekend I really learned to never give up. I mean we started back in the seventh row and I just hammered it hard the whole way through and was slowly catching the leaders. I knew they were battling and I saw I was making ground. Didn't know if I'd have enough time to catch 'em before the end of the race, but as soon as Ciccotto crashed then that moved me up and I was right there.

"I ran over something off his bike or some part on the track and just about lost it," continued Higbee. "I caught air about six, eight inches of air in the rear, went into a big wobble and tankslapper and I somehow saved it. I just got on the gas and the thing straightened out."

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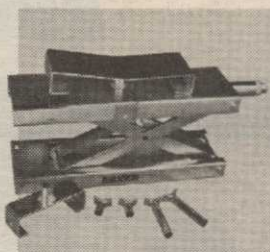
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Champion Lopez had crashed early-on, and said "I had not too great a start and was running comfortable the first lap there and came around, just kind of settling into a pace, didn't feel like the guys up front were going to go too far. I'm just riding along and came into turn fourth, I think, the slowest turn on the track, and the engine just cased the curb, I got a little too close to the curb. The engine cased the curb, took my wheels out from underneath me, and I had a slow slide but the bike hit the other curb on the other side and flipped and broke the brakes on it."

Connell, who finished sixth, said "At the end I honestly made a mistake. I went into turn one. I had Brian and Ciccotto, one-two, and I was third, and unfortunately I got caught out a little bit cause those guys on the 750s I seem to get in pretty deep and then start turning and get out whereas I've got to hold a bit more of momentum, and it was just a mistake on my part. I ran up a bit too quick on 'em and it was either run into them or run off the track, so I chose number two. Which is fair.

"Somebody was just saying that Ciccotto was pretty unhappy that they didn't stop it earlier," added Connell, "but I hadn't slowed down when he crashed. My opinion was that it didn't seem too wet to me, I would've been happy to keep going." **RW**

Connell; 7. Wood; 8. Chouinard; 9. Himmelsbach; 10. Williams; 11. Haner; 12. Henning; 13. Fania; 14. Palazzo; 15. Chase; 16. Clark; 17. Ledesma; 18. Barbour; 19. Carpenter; 20. Rankin; 21. Kling; 22. Yoder; 23. Fitzpatrick; 13 laps; 24. Friedman, 13 laps; 25. Ciccotto, 12 laps, DNF, crash; 26. Bemisderfer, 7 laps; 27. Masecar, 6 laps; 28. Lopez, 1 lap, DNF, crash. Race Distance, 14 laps, 31.50 miles; Race Time, 21 minutes, 7.504 seconds; Race Average Speed, 89.467 mph; Victory Margin, 0.668-second; Fastest Lap, Ciccotto, 1:29.123, 90.886 mph, Lap 2.

LOCKHART PHILLIPS UNLIMITED SUPERBIKE QUALIFYING: 1. Ciccotto, 1:29.060, 90.950 mph; 2. Harrell, 1:29.565; 3. Higbee, 1:29.721; 4. Acree, 1:29.833; 5. Parriott, 1:29.988; 6. Batey, 1:30.061; 7. Connell, 1:30.208; 8. Haner, 1:30.474; 9. Prussiano, 1:30.476; 10. Lopez, 1:30.638; 11. Wood, 1:30.675; 12. Himmelsbach, 1:31.034; 13. Chase, 1:31.049; 14. Brian Stokes (Suz GSX-R750), 1:31.149; 15. Chouinard, 1:31.158; 16. Ken Snyder (Suz GSX-R750), 1:31.367; 17. Henning, 1:31.595; 18. Palazzo, 1:32.346; 19. Bemisderfer, 1:32.547; 20. Clark, 1:32.556; 21. Barbour, 1:32.651; 22. Williams, 1:32.828; 23. Fania, 1:32.874; 24. Rankin, 1:32.998; 25. Ledesma, 1:33.119; 26. Fitzpatrick, 1:33.716; 27. Masecar, 1:33.909; 28. Kling, 1:34.149; 29. Yoder, 1:34.584; 30. Spina, 1:34.628.

LOCKHART PHILLIPS UNLIMITED SUPERBIKE POINT STANDINGS (After 5 of 11 races): 1. Connell, 75 points; 2. Acree, 68 points; 3. Higbee, 67 points; 4. Lopez, 65 points; 5. Parriott, 61 points; 6. Chase, 47 points; 7. Ciccotto, 43 points; 8. Batey, 39 points; 9. Harrell, 37 points; 10. Jimmy Moore, 26 points.

PRO SPORTBIKE (July 1): 1. Lee Acree (Suz GSX-R600); 2. Paul Harrell (Yam YZF-R6); 3. Michael Barnes (Suz GSX-R600); 4. Stoney Landers (Suz GSX-R600); 5. Chuck Chouinard (Suz GSX-R600); 6. Marc Palazzo (Hon CBR600F4i); 7. Brett Champagne (Suz GSX-R600); 8. Shawn Conrad (Suz GSX-R600); 9. Roland Williams (Suz GSX-R600); 10. Brian Stokes (Suz GSX-R600); 11. Kevin Pate (Kaw ZX-6R); 12. Steve Luxem (Yam YZF-R6); 13. Shannon Ball (Suz GSX-R600); 14. Gregory Faiella (Yam YZF-R6), 17 laps; 15. B.J. Bradley (Suz GSX-R600), 17 laps; 16. John Costa (Yam YZF-R6), 16 laps; 17. Brian Livengood (Yam YZF-R6), 10 laps; 18. Brian Parriott (Suz GSX-R600), 9 laps, DNF, crash; 19. William Stoltz (Kaw ZX-6R), 6 laps; 20. Byron Barbour (Suz GSX-R600), 5 laps; 21. Eoin Smith (Yam YZF-R6), 4 laps; 22. Scott Greenwood (Suz GSX-R600), 1 lap, DNF, crash; 23. Mike Ciccotto (Suz GSX-R600), 1 lap, DNF, crash. Race Distance, 18 laps, 40.50 miles;



Brian Kcraget (473) won with a borrowed RS250 in the Aprilia Cup Challenge race at VIR, leaving the field to race for second. Photo by Brian J. Nelson.

RESULTS

LOCKHART PHILLIPS UNLIMITED SUPERBIKE LEG ONE (July 1): 1. Mike Ciccotto (Suz GSX-R750); 2. Brian Parriott (Suz GSX-R750); 3. Lee Acree (Suz GSX-R750); 4. Grant Lopez (Suz GSX-R750); 5. Tray Batey (Apr RSV1000R); 6. Paul Harrell (Yam YZF-R1); 7. Craig Connell (Duc 996); 8. Eric Wood (Suz GSX-R750); 9. Chuck Chouinard (Suz GSX-R750); 10. Gabriel Henning (Suz GSX-R750); 11. Michael Himmelsbach (Apr RSV1000R); 12. John Haner (Suz GSX-R750); 13. Roland Williams (Suz GSX-R750); 14. Anthony Fania Jr. (Suz GSX-R750); 15. Marc Palazzo (Hon CBR929RR); 16. Aaron Clark (Apr RSV1000); 17. Christopher Rankin (Suz GSX-R750); 18. Mark Ledesma (Apr RSV1000); 19. Byron Barbour (Suz GSX-R750); 20. Scott Carpenter (Suz GSX-R750); 21. Fritz Kling (Kaw ZX-9R); 22. Russell Masecar (Suz GSX-R750), 17 laps; 23. Ray Yoder (Kaw ZX-9R), 17 laps; 24. Joseph Spina (Suz GSX-R750), 17 laps; 25. Shawn Higbee (Suz GSX-R750), 17 laps, crash; 26. Brian Baker (Suz GSX-R750), 17 laps; 27. Peter Friedman (Suz GSX-R750), 17 laps; 28. Tim Bemisderfer (Yam YZF-R1), 16 laps; 29. Brian Boyd (Yam YZF-R1), 14 laps; 30. Michael Fitzpatrick (Suz GSX-R750), 13 laps; 33. Ken Chase (Suz GSX-R750), 6 laps, DNF, crash; 35. Joe Prussiano (Yam YZF-R1), 1 lap, DNF, crash. Race Distance, 18 laps, 40.50 miles; Race Time, 27 minutes, 16.320 seconds; Race Average Speed, 89.102 mph; Victory Margin, 2.967 seconds; Fastest Lap, Ciccotto, 1:29.737, 90.264 mph, Lap 12.

LOCKHART PHILLIPS UNLIMITED SUPERBIKE LEG TWO (July 1): 1. Acree; 2. Parriott; 3. Higbee; 4. Batey; 5. Harrell; 6.

Race Time, 27 minutes, 35.552 seconds; Race Average Speed, 88.067 mph; Victory Margin, 0.101-second; Fastest Lap, Harrell, 1:30.767, 89.240 mph, Lap 3.

PRO SPORTBIKE QUALIFYING: 1. Harrell, 1:30.639, 89.366 mph; 2. Parriott, 1:31.165; 3. Acree, 1:31.332; 4. Barnes, 1:31.891; 5. Greenwood, 1:32.173; 6. Stokes, 1:32.714; 7. Chouinard, 1:32.909; 8. Livengood, 1:33.132; 9. Conrad, 1:33.377; 10. Palazzo, 1:33.461; 11. Barbour, 1:33.713; 12. Landers, 1:33.724; 13. Smith, 1:33.964; 14. Champagne, 1:33.976; 15. Ball, 1:33.982; 16. Williams, 1:34.187; 17. Pate, 1:34.795; 18. Luxem, 1:35.497; 19. Faiella, 1:38.210; 20. William Torbert (Kaw ZX-6R), 1:39.099; 21. BJ Bradley, 1:40.903; 22. Stoltz, 1:43.853; 23. Costa, 1:44.249. Disqualified, moving bike behind the wall before being weighed and dyno'd, Ciccotto, 1:31.222.

PRO SPORTBIKE POINT STANDINGS (After 3 of 6 races): 1. Acree, 54 points; 2. Harrell, 45 points; 3. Ciccotto, 38 points; 4. Palazzo, 26 points; 5. Williams, 23 points; 6. TIE, John Hopkins/Joseph Gill, 20 points; 8. Landers, 18 points; 9. Barnes, 16 points; 10. TIE, Owen Weichel/Shane Prieto, 13 points.

APRILIA CUP CHALLENGE (All Aprilia RS250s) (July 1): 1. Brian Kcraget; 2. Derek MacKelvie. King; 3. Thad Halsmer; 4. Jeff Wood; 5. Shannon Silva; 6. Andre Castanos; 7. Joshua Sortor; 8. Dan Fischer; 9. Tim Cochran; 10. Tim Knutson; 11. Brian Roach; 12. Chad Healy; 13. John Lemak; 14. Mark Blackman; 15. Eric Stevenson; 16. Mark Wissel, 11 laps; 17. Sterling Strauser, 11 laps; 18. Anthony DeGrief, 11 laps; 19. Andras Mak, 11 laps; 20. David Moon, 11 laps; 21. Jeremy Bonnett, 5 laps; 22. Doug Barnes, 4 laps; 23. Raymond Chil-

son Jr., 3 laps; 24. Dennis Nourry, 2 laps. Race Distance, 12 laps, 27.00 miles; Race Time, 19 minutes, 36.601 seconds; Race Average Speed, 82.611 mph; Victory Margin, 4.475 seconds; Fastest Lap, King, 1:36.741, 83.729 mph, Lap 4.

APRILIA CUP CHALLENGE QUALIFYING: 1. King, 1:36.961, 83.539 mph; 2. Kcraget, 1:37.533; 3. Wood, 1:38.149; 4. Castanos, 1:39.213; 5. Silva, 1:39.280; 6. Fischer, 1:39.472; 7. Halsmer, 1:39.629; 8. Sortor, 1:39.711; 9. Cochran, 1:40.065; 10. Lemak, 1:41.400; 11. Roach, 1:41.440; 12. Healy, 1:42.129; 13. Knutson, 1:42.214; 14. Mathew J. Wissel, 1:42.272; 15. Gus Holcomb, 1:42.509; 16. Ronald Woods, 1:42.729; 17. Barnes, 1:42.742; 18. Bonnett, 1:43.015; 19. Stevenson, 1:43.090; 20. Blackman, 1:43.556; 21. Nourry, 1:44.730; 22. Mark Wissel, 1:45.649; 23. Carlos Bonds, 1:46.241;



VR Aprilia Cup Challenge race winner Brian Kcraget. Photo by Brian J. Nelson.

24. Chilson, 1:46.499; 25. Mak, 1:46.814; 26. DeGrief, 1:48.140; 27. Strauser, 1:50.554; 28. Moon, 1:52.482. **APRILIA CUP CHALLENGE FINAL STANDINGS (After 3 of 6 races):** 1. Fischer, 46 points; 2. Silva, 44 points; 3. King, 36 points; 4. Sortor, 35 points; 5. Halsmer, 31 points; 6. Wood, 29 points; 7. Kcraget, 25 points; 8. Castanos, 21 points; 9. Aaron Clark, 20 points; 10. Vicky Jackson-Bell, 18 points.

BUELL LIGHTNING SERIES (All Buell 1200s) (July 1): 1. Michael Barnes, 2. Richie Morris; 3. Bryan Bemisderfer; 4. Jason Smith; 5. Jeffrey Johnson; 6. Chad Healy; 7. Steve Luxem; 8. Mark Reynolds; 9. Brian Frank; 10. Brian Bodine; 11. Timothy Johnson, 11 laps; 12. Patrick Wakefield, 10 laps; 13. Daniel Bilansky, 4 laps; 14. Timothy Bemisderfer, 1 lap. Race Distance, 12 laps, 27.00 miles; Race Time, 19 minutes, 20.572 seconds; Race Average Speed, 83.752 mph; Victory Margin, 13.290 seconds; Fastest Lap, Barnes, 1:35.636, 84.696 mph, Lap 2.

BUELL LIGHTNING SERIES QUALIFYING: 1. Barnes, 1:35.895, 84.467 mph; 2. T. Bemisderfer, 1:37.086; 3. B. Bemisderfer, 1:37.095; 4. J. Johnson, 1:38.246; 5. Morris, 1:38.590; 6. Reynolds, 1:39.945; 7. Luxem, 1:40.192; 8. Bilansky, 1:40.512; 9. Healy, 1:40.803; 10. Bodine, 1:41.548; 11. Frank, 1:43.374; 12. T. Johnson, 1:50.211; 13. Wakefield, 1:59.280. Disqualified, over horsepower limit, J. Smith, 1:37.823.

BUELL LIGHTNING SERIES POINT STANDINGS (After 3 of 6 races): 1. Barnes, 70 points; 2. J. Johnson, 40 points; 3. Tripp Nobles, 36 points; 4. Morris, 33 points; 5. J. Smith, 30 points; 6. Bodine, 26 points; 7. Justin McReynolds, 25 points; 8. Frank, 20 points; 9. Luxem, 19 points; 10. Healy, 18 points.

GPRA 250cc GP (June 30): 1. Derek MacKelvie King (Hon RS250); 2. Stuart Nodell (Hon RS250); 3. Jim Bonner (Yam TZ250); 4. Steve Genter (Hon RS250); 5. Daniel Little (Hon RS250); 6. Nathan Franson (Yam TZ250). Race Distance, 10 laps, 20.25 miles; Race Time, 16 minutes, 4.580 seconds; Race Average Speed, 83.974 mph; Victory Margin, 8.860 seconds; Winner's Average Lap Time, 1:36.458.

GPRA 250cc GP POINT STANDINGS (After 3 of 6 races): 1. Jeff Wood, 50 points; 2. Genter, 29 points; 3. King, 25 points; 4. Franson, 21 points; 5. TIE, Jocelin/Nodell/Ed Sorbo, 20 points; 8. TIE, Adrian Webb/Bonner, 16 points; 10. TIE, Barret Long/Tom Sera, 13 points.

GPRA 125cc GP (June 30): 1. Stewart Aitken-Cade (Hon RS125); 2. Brian Kcraget (Hon RS125); 3. Robert Rawlins (Hon RS125); 4. Dale Greenwood Jr. (Hon RS125); 5. Bill Cole (Yam TZ125); 6. Rodney Helsens (Hon RS125); 7. Raymond Masters (Hon RS125), 9 laps; 8. Dave Thompson (Hon RS125), 9 laps; 9. Samantha Cotter (Hon RS125), 9 laps. Race Distance, 10 laps, 20.25 miles; Race Time, 16 minutes, 4.580 seconds; Race Average Speed, 83.974 mph; Victory Margin, 8.860 seconds; Winner's Average Lap Time, 1:36.458.

GPRA 125cc GP POINT STANDINGS (After 3 of 6 races): 1. Aitken-

Cade, 41 points; 2. Rawlins, TK; 3. TIE, Vicky Jackson-Bell/Jason Peters, 25 points; 5. TIE, Chris Wallace/Kcraget, 20 points; 7. Thompson, 19 points; 8. Tyler Schmidt, 18 points; 9. TIE, Quentin Wilson/Darek Pugh/Dale Greenwood, 13 points.

EXPERT UNLIMITED GP (June 30): 1. Michael Himmelsbach (Apr RSV1000R); 2. Chuck Chouinard (Suz GSX-R750); 3. Anthony Fania Jr. (Suz GSX-R750); 4. Michael Fitzpatrick (Suz GSX-R750); 5. Russell Masecar (Suz GSX-R1000); 6. Brandon Bashore (Apr RSV1000); 7. Anthony Cammack (Suz GSX-R600); 8. Brian Baker (Suz GSX-R750); 9. C.R. Gittere (Suz GSX-R750); 10. David Gouin (Yam YZF-R6), 9 laps; 11. Tim Bemisderfer (Yam YZF-R1), 7 laps, DNF. Race Distance, 10 laps, 20.25 miles; Race Time, 16 minutes, 32.770 seconds; Race Average Speed, 81.590 mph; Victory Margin, 5.004-second; Winner's Average Lap Time, 1:39.277. **EXPERT UNLIMITED GP POINT STANDINGS (After 3 of 6 races):** 1. Himmelsbach, 50 points; 2. TIE, Fitzpatrick/Chouinard, 33 points; 4. John Jacobi, 25 points; 5. Craig Shertzer, 20 points; 6. Cammack, 18 points; 7. Gouin, 17 points; 8. TIE, Fania/Gregory Leffler/John Chartrand Jr., 16 points.

SPORTSMAN (July 1): 1. Bryan Bemisderfer (Buell 1200); 2. Jeff Wood (Suz SV650); 3. Brian Kcraget (Yam 560); 4. Jason Smith (Buell 1200); 5. Daniel Bilansky (Buell 1200); 6. Donnie Unger (Duc 750); 7. Jeffrey Johnson (Buell 1200); 8. Brian Frank (Buell 1200); 9. William Dietz (Duc 944); 10. Matthew Mooney (Suz SV650); 11. Alan Quinn (Suz SV650), 9 laps; 12. Patrick Wakefield (Buell 1200), 9 laps. Race Distance, 10 laps, 20.25 miles; Race Time, 19 minutes, 25.430 seconds; Race Average Speed, 69.502 mph; Victory Margin, 0.235-second; Winner's Average Lap Time, 1:56.543.

SPORTSMAN POINT STANDINGS (After 3 of 6 races): 1. J. Johnson, 54 points; 2. Bilansky, 27 points; 3. TIE, Jody Hendley/Bemisderfer, 25 points; 5. J. Smith, 22 points; 6. TIE, Leo Venega/Jeff Wood, 20 points; 8. TIE, Kcraget/Christopher Decelles/Frank, 16 points.

AMATEUR 600cc SUPERSPORT (June 30): 1. Tomas Bauchiero (Yam YZF-R6); 2. Giovanni Rojas (Suz GSX-R600); 3. David Hopwood (Suz GSX-R600); 4. Chris Beck (Suz GSX-R600); 5. Mark Morgan (Suz GSX-R600); 6. Mike Kontos (Suz GSX-R600); 7. Ryan Lettich (Kaw ZX-6R); 8. Joseph Rozynski III (Suz GSX-R600); 9. Samuel Rozynski (Suz GSX-R600), 9 laps; 10. Alessandro Canales (Hon CBR600F4i), 9 laps; 11. Paul Johnston (Yam YZF-R6), 9 laps; 12. Thomas German (Hon CBR600F4i), 9 laps; 13. Matthew Mooney (Suz SV650), 9 laps; 14. Tony Tinsley (Suz GSX-R600), 9 laps; 15. Forrest Freeman Jr. (Kaw ZX-6R), 9 laps; 16. Bannon Wysocki (Yam YZF-R6), 9 laps; 17. Stratos Safarikas (Hon CBR600F4i), 9 laps; 18. Christos Demetroules (Suz GSX-R600), 8 laps. Race Distance, 10 laps, 20.25 miles; Race Time, N.A.; Race Average Speed, N.A.; Victory Margin, N.A.; Winner's Average Lap Time, N.A.

AMATEUR 600cc SUPERSPORT POINT STANDINGS (After 3 of 6 races): 1. Rojas, 65 points; 2. Beck, 33 points; 3. TIE, Mariano/Bauchiero, 25 points; 5. J. Rozynski, 24 points; 6. Tony Tinsley, 18 points; 7. Hopwood, 16 points; 8. Aron Jenkins, 13 points; 9. Morgan, 11 points; 10. Kontos, 10 points.

ENGINE ICE 200-MILE TEAM CHALLENGE OVERALL (June 29): 1. Loudoun Motorsports (Greg Harrison/Ken Snyder/Bryan Bemisderfer/Brian Stokes), Suz GSX-R1000, GTO, 89 laps, 200.25 miles; 2. Edge Motorsports (Michael Fitzpatrick/Gabriel Henning), Suz GSX-R750, GTO, 88 laps, 198 miles; 3. imotosports.com (Sterling Strauser/Brandon Bashore/Peter Friedman), Apr RSV1000, GTO, 87 laps, 195.75 miles; 4. Brotz Motorsports (Richie Morris/Shawn Conrad/Dan Bilansky), Yam YZF-R6, GTU, 85 laps, 191.25 miles; 5. Bad Apple Racing (Arthur Wagner Jr./Michael Wingen/Dean Keating/Glenn Clark), Suz GSX-R1000, GTO, 84 laps, 189 miles; 6. Siemens Patent Services (William Siemens/James Gaal/William Torbert), Suz GSX-R750, GTO, 83 laps; 7. Go Fast Racing (Glenn Clark/Dean Keating/Arthur Wagner Jr./Michael Wingen), Kaw ZX-7R, GTO, 82 laps; 8. Edge Junior Varsity (Tony Tinsley/Anthony Cammack), Suz GSX-R600, GTU, 81 laps; 9. Naked Boy Racing (Harold Jordan/Brian Roach), Yam FZR400, GTU, 72 laps; 10. Annandale Racing (Kevin Pate/James Compton), Kaw ZX-6R, GTU, 29 laps; 11. Legal Racing (David Gouin/Tommy Bauchiero), Suz GSX-R750, GTO, 17 laps; 12. Whizzie Racing (Michael Garver/Paul Johnston), Yam YZF-R6, GTU, 7 laps. Race Distance, 89 laps, 200.25 miles; Race Time, 2 hours, 24 minutes, 32.676 seconds; Race Average Speed, 83.123 mph; Victory Margin, 1 lap, 15.015 seconds; Fastest Lap, Loudoun Motorsports, 1:33.983, 86.186 mph, Lap 9.

ENGINE ICE 200-MILE TEAM CHALLENGE GTO POINT STANDINGS (After 3 of 6 races): 1. Loudoun Motorsports, 50 points; 2. Edge Motorsports, 45 points; 3. Legal Racing, 29 points; 4. Siemens Patent Services, 27 points; 5. 4&6 Racing, 26 points; 6. Bad Apple Racing, 23 points; 7. imotosports.com, 16 points; 8. MBS Racing, 13 points; 9. Eksite Racing, 11 points; 10. Go Fast Racing, 10 points.

ENGINE ICE 200-MILE TEAM CHALLENGE GTU POINT STANDINGS (After 3 of 6 races): 1. Brotz Motorsports, 66 points; 2. Edge Junior Varsity, 40 points; 3. Annandale Racing, 29 points; 4. Synergy Racing, 25 points; 5. Naked Boy Racing, 23 points; 6. Big Pink Machines, 20 points; 7. TIE, Speed Racing/Kyle Racing, 13 points; 9. TIE, Starnet 4&6 Racing/Whizzie Racing, 11 points.

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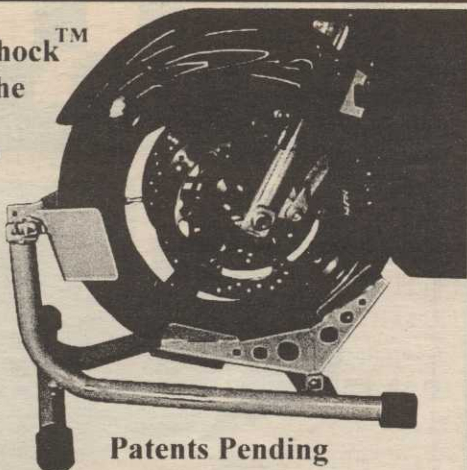
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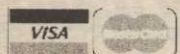


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AMA BUELL PRO THUNDER

PORTLAND, OREGON

JULY 1

Estok Eases to Victory

By Bob Dragich

Dave Estok took his Tilley-prepared Buell 1200 to a convincing victory in the Pro Thunder race at Portland, the first AMA race run as part of a WERA National Challenge Series weekend. Estok was followed across the line by a trio of Ducati 748 riders, AMA regulars Jeff Nash and Tom Montano in second and third, and local Champion John Dugan in fourth.

Estok was obviously the man to beat all weekend. He qualified with a 1:10.873 compared to Nash's 1:11.128. Dugan and Montano were also in the 1:11s, but the next-fastest rider, Alan

the last lap, which was a 1:12. Estok built his margin up to about five seconds, and held it there except for on the last lap, when Nash pulled up.

Behind Estok, the battle for second involved Nash, Montano and Dugan. Montano held the position for the first two laps, then Nash came by to take it. Just before the middle of the race on lap five, Dugan fell off the pace set by Nash and Montano.

Montano was in second place on laps seven through nine, but Nash took the position back by lap 10. On lap 11, as the two got into heavy traffic, Nash scraped Montano off on a backmarker in turn nine, and was finally free. With Estok slowing at the front, Nash put in an effort to catch up, turning his best time on lap 10, a 1:10.557, the fastest lap of the race, faster than anything Estok had put up to take the advantage early in the race. Estok was too far ahead, however, and Nash would have to settle for second, even though he came to within a second of Estok at the end. Montano took third and Dugan was fourth.

"I'm tired of getting seconds and thirds, it's time to start winning," said Estok after the race. "When I saw on



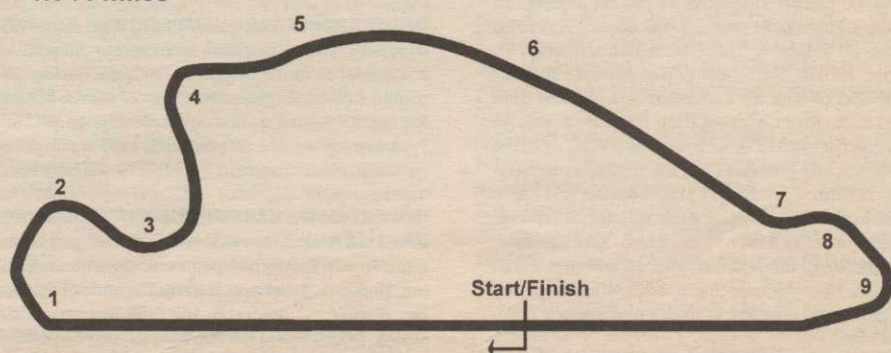
Dave Estok rode his Buell to a convincing victory in the AMA Pro Thunder race at Portland. Photo by Carlos Hatfield.

Schwen on a SV650, was nearly two-seconds-a-lap slower than Montano. And before qualifying, Estok had been in the 1:09s during practice.

Only 11 riders took part in the final, and at the start of the race, Estok poured it on. His second through sixth laps in the 14-lap event were all in the 1:10s, half of them faster than his qualifying time. He peaked on lap six with a 1:10.586, then notched back to 1:11s except for

my board that I had a five-second lead. I started short-shifting so I wouldn't over-rev the motor, making sure the bike was going to last the whole time. It never had any problems. I started going easier in the corners, and when I saw five laps and five seconds, I figured he (Nash) couldn't be going a second a lap faster than me and that's when I slowed down a little bit more. Nash started to catch up to me some,

Portland International Raceway 1.944 miles



but more because he was pushing more than I slowed down."

"I was pushing really hard at the end," said Nash. "I didn't want to let him have it for free. I was hoping I had some more laps. I couldn't believe the white flag came out already. It was a bit disappointing. I got caught up in some traffic and that cost me. We're getting closer to them."

"He was killing me out of the back



With Dave Estok already out front, Tom Montano (14) and Jeff Nash (1) raced for second. Nash got by and chased down Estok late in the race, but came up short at the finish.

Photo by Carlos Hatfield.

section," said Montano of Estok. "The Buell is just power. The guys worked their asses off. There was a gearing issue for us. It was tall for the straight, but it didn't work coming out of the back section. I either had to downshift or else just lug it out, and Nash had a similar problem."

RW

RESULTS

AMA/WERA PRO THUNDER: 1. David Estok (Buell 1200); 2. Jeffrey Nash (Duc 748RS); 3. Tom Montano (Duc 748); 4. John Dugan (Duc 748); 5. Mike Krynock (Duc 748); 6. Charlie Hewett (Duc 748), 13 laps; 7. Alan Schwen (Suz), 13 laps; 8. Takie Chan (Duc), 13 laps; 9. William Jourdan (Buell), 13 laps; 10. Richard Haas (Duc), 13 laps; 11. Mark Gardiner (MZ Scorpion), 12 laps. Race Distance, 14 laps, 25.2 miles; Race Time, 16 minutes 43.873 seconds; Race Average Speed, 90.322 mph; Victory Margin, 0.963 second; Winner's Average Lap Time, 1:11.705.

AMA/WERA PRO THUNDER QUALIFYING: 1. Estok, 1:10.873, 91.370 mph; 2. Nash, 1:11.128; 3. Dugan, 1:11.565;

4. Montano, 1:11.925; 5. Schwen, 1:13.783; 6. Hewett, 1:14.885; 7. Michael Harding, 1:15.153; 8. Krynock, 1:15.402; 9. Chan, 1:16.217; 10. Jourdan, 1:18.799; 11. Haas, 1:19.945; 12. Dale Pestes, 1:21.254; 13. Gardiner, 1:23.866.

AMA/WERA PRO THUNDER POINT STANDINGS (after 4 of 11 events, best 9 finishes count): 1. Montano, 117 points; 2. Mike Cicotto, 103 points; 3. Estok, 97 points; 4. Nash, 95 points; 5. Krynock, 69 points; 6. Hewett, 63 points.

**WERA/G.M.D. COMPUTRACK NATIONAL
ENDURANCE SERIES 6-HOUR
PORTLAND, OREGON JUNE 30**

Pennzoil Perseveres At Portland

By Bob Dragich

Perseverance was Team Pennzoil's key to winning the WERA 6-Hour Endurance Race at PIR. For nearly five-and-a-half hours of the six-hour race, Pennzoil riders Opie Caylor, Scott Harwell, Steve Grigg and Billy Ethridge spent their time in second place, their GSX-R750 being pummeled by Vesrah Racing's GSX-R1000. But with little more than a half-hour left to go, things went terribly wrong for Vesrah and Pennzoil hung on to take the win. Pennzoil went through three complete sets of Metzeler slicks in the process of covering 294 laps around the 1.96-mile circuit in just under six hours, averaging 98.277 mph.

Second overall and second in the Heavyweight Superbike division behind Pennzoil went to what one of their own riders called "a group of old bench racers just trying to have some fun." Headed by California Superbike School instructor Andrew Cox, the Cox Racing Group included riders Bill Cismar and Todd Frey on a Yamaha YZF-R1 sponsored by Beaverton Honda Yamaha. Riding on hard-compound Dunlop slicks, Cox

finished 10 laps down to Pennzoil, averaging 94.801 mph.

Army of Darkness was third overall, the giant-killers of the day on a Mediumweight Superbike GSX-R600. Riders Sam Fleming, Jim Williams and one-time conscriptee Jeff Nash got by with just one rear tire change on their Michelin slick-equipped Suzuki to cover 283 laps, averaging 94.466 mph.

Team Chaos' Suzuki GSX-R600 took fourth place overall. This one, at the head of the Mediumweight Superstock class, was piloted by Mark Crozier, Mat Cramer and Curry Justice. Riding on Pirelli DOTs with just one change of rear tire, the team covered 283 laps at 93.389 mph.

MotorcycleUSA.com was fifth overall and first in the Heavyweight Superstock class. Described as a "dream team" by the announcer, it consisted of four veteran PIR racers, Mike Sullivan, Shawn Roberti, Dave Cook and John Dugan, as well as younger rider Nathan Hester. On Dunlop DOT tires, the team did 280 laps,

continued on page 62

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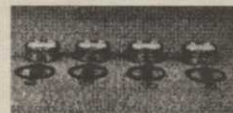
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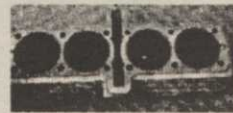
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Team Pennzoil (4) won the WERA 6-Hour at Portland on a GSX-R750. Photo by Carlos Hatfield.

averaging 93.409 mph.

At the start of the race, it was all Vesrah. Mark Junge was already pulling out a lead by the end of the first lap, and it would continue right up until the time the team's bike stopped. With Junge doing laps in the mid-1:09s, he was uncatchable. His closest pursuer in the beginning was Caylor on the Pennzoil Suzuki, and he was riding in the mid-1:10s. Within a few more laps, Roberti was by Caylor, and then Cox was, too. One of the best parts of the race was the first hour in which Roberti, Cox and Caylor all fought for second place.

Cox was the first to pit, at just 40 minutes, the team running a stock tank on the R1. Next in was Roberti on the MotorcycleUSA.com GSX-R750, at almost exactly an hour. The stop was slow, and the team spent a lot of time wiping spilled gas from the top of the tank.

At the 65-minute mark, both Pennzoil and Vesrah pitted at the same

Just after the second hour, the Pennzoil team tried to make up time with a quick pit stop. Harwell came in, but there was only fuel and no rider change. The tactic bought them just a few seconds. About 10 minutes later, Ulrich came in, got two new tires, fuel and handed off to Denning in just 25.59 seconds. Before he came in, Ulrich was within six seconds of putting a lap on Harwell. In the next hour, Denning gained a second a lap on Harwell. By the end of the third hour, Vesrah was up a lap, and in their second rides Ulrich and Junge put on more laps.

The race had no red flags and no ambulance runs, and few crashes. One of the early fallers was Mat Cramer on the Team Chaos Racing GSX-R600. Low-siding in turn four, Cramer sounded surprised by the fall; "I was just going through it like I always did." All that happened was the bike picked up a little grass and had to be re-teched. The incident dropped the team to ninth place.

Next to go down was the Lee Auto



Vesrah Suzuki's GSX-R1000 led most of the WERA 6-Hour at Portland, then blew up in the last half-hour. Photo by Phil Tanner.

time. Despite almost tipping the bike over on its stands, the Vesrah team pulled out in slightly more than 34 seconds, while the Pennzoil team, which also fueled, changed both tires and riders, took about 38 seconds. Chris Ulrich was out on the Vesrah machine, Scott Harwell on the Pennzoil Suzuki.

In just one lap, Ulrich was back in, saying that he had almost high-sided in turn one. The crew could find nothing wrong with the GSX-R and sent him back out. Even this second pit stop did not allow Pennzoil to take the lead. At the end of the second hour, Ulrich had a 37-second lead on Harwell, and it was growing.

Body YZF-R1. Bike owner Scott Swan crashed on the right side, jamming the bike's clutch actuation rod. The team tried to make the necessary repairs, but ultimately had to give up, clocking just 88 laps.

Just minutes after that, Scott Fisher went off turn nine on the Neighbor of the Beast GSX-R600. At the time, the team was first in Middleweight Superstock and fifth overall. Going back out, Fisher crashed again in turn one. This pair of crashes dropped the team all the way to 11th overall, which is where the team would finish the race, third in Mediumweight Superstock.

Just before the three-hour mark,

Jerry Russell went down on the J&J Motorsports GSX-R750. His lowside just required re-alignment of the left side controls, but in the crash, he lost the team's transponder. WERA President Evelyn Clark herself gave Russell a new transponder at the end of pit row once the repairs had been completed and the bike had been re-tched. Russell shoved the transponder into his leathers and took off. When he handed off to teammate Jesse Basile, Russell forgot about the transponder. Basile would do his next stint with no lap times being accumulated by the AMB automatic scoring system. WERA rules do allow for a team to have a backup human scorer, and it just so happens that J&J had one. At the end of the fifth hour, the laps were restored and J&J moved from 13th to seventh overall, second in the Heavyweight Superstock class. When Vesrah went out, J&J advanced to sixth in final results.

MotorcycleUSA.com was fourth overall in the fourth hour despite changing the shift pattern twice. Dugan and Cook prefer a street-shift pattern, while Hester, Sullivan and Roberti all use a GP-shift pattern. About 20 minutes into the fifth hour, WERA officials brought in the team because they saw smoke coming off the Suzuki. An oil leak was traced to a bolt in the cam timing cover, which was seeping just enough to have a drop or two fall on the exhaust pipe at regular intervals. The bolt was tightened, but it didn't do the trick. The team was brought in two more times, and finally, "We diapered it," said Dugan. They affixed a rag to the area and went back out. That stopped the smoking problem, but it dropped the team from fourth to sixth overall, but still first in Heavyweight Superstock. When Vesrah went out, it became fifth.

With a little more than an hour to go, the Cox Racing Group was in the pits while running third overall, with a rear sprocket problem. "We got three hours out of the first one, and one hour out of the second one," said Cismar. Finally, the team went to a stock sprocket off a nearby stock YZF-R1 that was there just in case. Without doing a wheel alignment, the team hoped for the best. Despite the time in the pits, Cox Racing did not lose third place, and kept it until Vesrah retired, moving up to second place.

Vesrah had been circulating at the head of the field for the entire race. Using less than 26 seconds for each pit stop—including two tires, fuel and rider change—Vesrah was winning on the track and in the pits. Then, suddenly, with less than 37 minutes left to go, Vesrah was out. "It made a funny sound the lap before," said Junge. "Then, when I pulled in the clutch going into turn one, the motor locked." Junge avoided crashing, and at the time of the incident, Vesrah had already put up 269 laps. When they went out, Vesrah had three laps on Pennzoil. All that remained to be seen was how many of the pursuing teams would clock more laps and move ahead of Vesrah.

Pennzoil, Cox and AOD were the first three to get by. Then came team Chaos. MotorcycleUSA.com followed Chaos by just a lap, with J&J Motorsports two more laps down. The big bike from the SB Motorsports group, a YZF-R1 with Mark Lorentz, Brian Musselman and T.J. Armstrong doing the riding, was seventh overall, third in the Heavyweight Superstock class

with 276 laps. Team Chicago riders Dan Schmitt and Phil Caudill got in 272 laps to finish eighth overall and second in Mediumweight Superstock. Vesrah's 269 laps was good enough to take ninth overall, third in Heavyweight Superbike. What's more important, it allowed the team to keep the overall points lead with 495.095 points to Pennzoil's 490.975.

SB Motorsports also took first and second in the Lightweight Superbike class. Running a pair of beautifully painted and prepared Suzuki SV650s, the first team with riders Allen Schwen and Tom Wertman completed 268 laps, just one less than Vesrah, to take the class win. The second SB Motorsports SV completed 266 laps with John Greer, Ken Botham and Troy Burtstyk doing the riding.

In the end, one of the soundest financial decisions of the race was to come in dead last. Army of Darkness owner Sam Fleming looked at the entry list and saw that there was just one other Mediumweight Superbike entry. Realizing that third place would pay \$750, the team put together another bike out of spares and Fleming circulated for five laps at the beginning of the race. He made \$150 per lap. "I wish we would have had more bikes. We could have gotten fourth and fifth, too," said Fleming after the race.

Team Pennzoil is sponsored by Pennzoil, Metzeler, Country Boy Trailers, EBC, Vanson, Zero Gravity, Pit Bull, Vortex, D&D, Traxxion Dynamics, Suomy, Diadora, Tsubaki and Penske. Army of Darkness is sponsored by TAI, 13x.com, aod.cx, Battley Cycles, Herndon Cycle Sport, M4, Michelin, Vanson, roadracingworld.com, WERA, and Sprocket Specialists. Team Chaos is sponsored by Blaze Cycle Worx, Honda Kawasaki Express, Vortex, Silkolene and Pirelli. MotorcycleUSA.com is sponsored by Dunlop. SB Motorsports is sponsored by SB Motorsports and Reinerters South Sound Honda. **RW**

RESULTS

WERA NATIONAL ENDURANCE SERIES 6-HOUR OVERALL: 1. Team Pennzoil (Chris Caylor/Jamie Lane/Scott Harwell/Steve Grigg), Suz GSX-R750, Heavyweight Superbike, 294 laps, 529.2 miles, 88.45 mph, 5:58:59.076; 2. Cox Racing Group (Andrew Cox/ Bill Cismar/Todd Frey), Yam YZF-R1, Heavyweight Superbike, 284 laps, 511.2 miles; 3. Army of Darkness (Sam Fleming/Jim Williams/Jeff Nash), Suz GSX-R600, Mediumweight Superbike, 283 laps, 509.4 miles; 4. Team Chaos (Mathew Cramer/Mark Crozier), Suz GSX-R600, Mediumweight Superstock, 281 laps, 505.8 miles; 5. MotorcycleUSA.com (Mike Sullivan/ Shawn Roberti/ Dave Cook/John Dugan/Nathan Hester), Suz GSX-R750, Heavyweight Superstock, 280 laps, 504.0 miles; 6. J&J Motorsports (Jesse Basile/Jerry Russell), Suz GSX-R750, Heavyweight Superstock, 278 laps, 500.4 miles; 7. SB Motorsports 3 (Mark Lorentz/Brian Musselman/TJ Armstrong), Yam YZF-R1, Heavyweight Superstock, 276 laps, 496.8 miles; 8. Team Chicago (Dan Schmitt/Phil Caudill/Steve Karson), Yam YZF-R6, Mediumweight Superstock, 272 laps, 489.6 miles; 9. Vesrah Suzuki (Mark Junge/Chris Ulrich/Larry Denning), Suz GSX-R1000, Heavyweight Superbike, 269 laps, 484.2 miles; 10. SB Motorsports (Allen Schwen/ Tom Wertman), Suz SV650, Lightweight Superbike, 268 laps, 482.4 miles; 11. Neighbor of the Beast (Melissa Berkoff/Scott Fischer), Suz GSX-R600, Mediumweight Superstock, 268 laps, 482.4 miles; 12. SB Motorsports 2 (John Greer/Ken Botham/Troy Burtstyk), Suz SV650, Lightweight Superbike, 266 laps, 478.8 miles; 13. Speedwerks/Cyberlogtech (Lee Parks/Craig Knapp/Scott Gowland), Suz SV650, Lightweight Superbike, 260 laps, 468 miles; 14. Powersports (Ron Gray/ Rick Frasier/Mark Day), Yam YZF-R6, Mediumweight Superbike, 248 laps, 446.4 miles; 15. Damage, Inc. (Randy Grein/Craig Knapp/Mark Sullivan/Daryl Wickhern), Suz SV650, Lightweight Superbike, 228 laps, 410.4 miles; 16. Lee Auto Body (Kev Burgess/Scott Swan/Scott Avery/Briggs Willoughby), Yam YZF-R1, Heavyweight Superstock, 88 laps, 158.4 miles; 17. Tom Collins Racing (Collin Jensen/Michael Cysyr), Apr RS250, Lightweight Superbike, 48 laps, 86.4 miles; 18. Army of

continued on page 66

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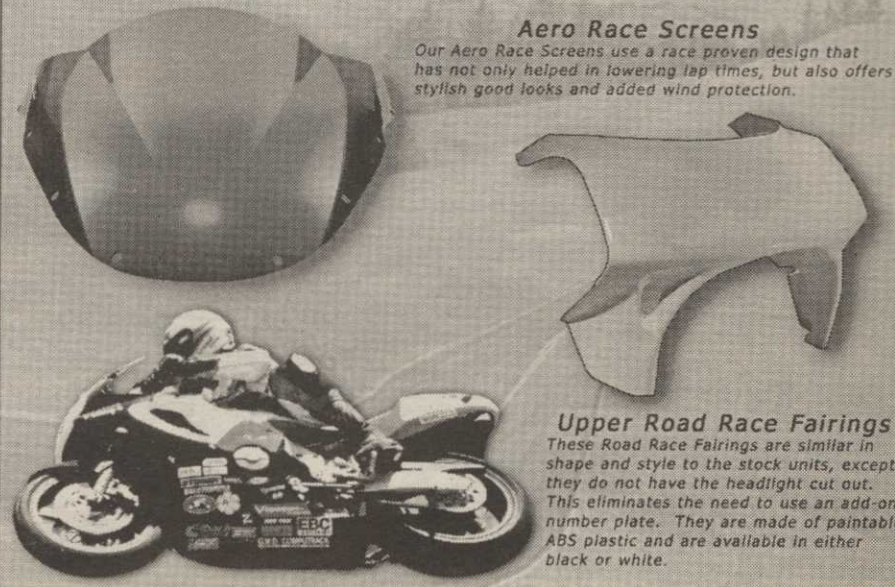
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**WERA NATIONAL CHALLENGE SERIES/OMRRA
SPRINTS PORTLAND, OREGON JUNE 29-JULY 1**

Schmidt No Deceiver At PIR

By Bob Dragich

Alan "Decepticon" Schmidt took three race wins in the combined WERA National Challenge/OMRRA sprints at Portland International Raceway, riding a 2001 Suzuki GSX-R750 to victories in 750cc Superbike, 750cc SuperSport and Formula Unlimited.

In 750cc Superbike, Schmidt got the lead at the start and never gave it up. OMRRA overall Champion John Dugan hung with Schmidt for three laps before Schmidt pulled away and won by 6.03 seconds. Jamie Lane was third after a race-long close battle with Curry Justice. Schmidt, a 28-year-old from Clearwater, British Columbia, used Pirelli DOTs to take the win, a blue (soft) compound in front and a green (medium) compound in the rear. "I didn't know if there were going to be any fast WERA guys in the class, but I had been smoking everybody's times by about a second," said Schmidt. "I turned around on lap four coming out of turn nine and I couldn't see anyone behind me. I figure 'I'd make it good and solid, and I put in a hard lap. I was laying it down, but it wasn't a panic, that's for sure. You want to win it by a lot so people say, 'Ooh'. If there's a close second, the guy in second place gets almost as much credit."

In 750cc SuperSport, Lane got the lead off the line, and it took Schmidt two laps to get by, and then he took off again, leaving Lane to hold off Scott Harwell and Dugan. The racing was so close in the early stages that Dugan came in contact with the wall along the front straight. By mid-race, the leaders spread out, and Schmidt took the win by 5.41 seconds over Lane, with a rallying Harwell nearly catching Lane by the finish line. "I knew early, by the second lap, that I had a decent gap," said Schmidt. "I knew the race was

going to be mine as long as I didn't do anything stupid. That's the race I've been thinking about all weekend. It's good to get the Suzuki money for the win. It will help with the next couple of road trips to the AMA Nationals."

In the Formula Unlimited race, Schmidt got another \$150 for beating Dugan on a GSX-R1000 and Tamer Kekhia on a Yamaha YZF-R1.

Schmidt also entered the Open Superbike class on his GSX-R750, but was bumped off turn one on the first lap and regained the pavement in 15th place. Meanwhile, Josh Bryan had the lead over Larry Denning and Mike Sullivan. Denning took the lead on lap three of 10 and pulled out a substantial margin over Bryan, with Sullivan coming in a close third. It turned out that Denning had no idea how well he was doing in the race. "Once I got by that fire-breathing 750 I was okay. It was ridiculous fast," said Denning, referring to Bryan's GSX-R. "I outbroke him into turn one and I made that stick. I never looked back; I thought he was still behind me. I ran to the finish assuming he was right there."

Denning was back out again in 600cc SuperSport/WERA Superstock, but that race belonged to Opie Caylor, who led from the first lap to the end. The battle for second was one of the closest races of the weekend as Denning, Mark Junge, David Cook and Mike Sullivan mixed it up. Junge had the position from laps three through six, but then he came around at the back of the pack to start lap seven. Cook held second for a lap, then Denning took it for good with less than three laps to go. Junge clawed his way back to third place, followed across the line by Cook and Sullivan. Caylor saw it as an important career victory. "At first I figured it would be a drafting bat-

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Rob Carpenter #2 WMRRA, #3 OMRRA



Alan Schmidt (4) leads John Dugan, Josh Bryan (33), Shane Stoyko (780), Curry Justice (71) and Jamie Lane (14) in the 750cc Superstock race at Portland. Photo by Phil Tanner.

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tle, and I thought I'd see how it went," said Caylor. "Then I decided to just try to get out of town and went as hard as I could the whole race. If I got lappers, I knew I had some breathing room with the small gap that I had. They said Denning got right up alongside me on the back straight on the last lap, but I never saw him. It's my first time here, and I want to prove to people I can win at tracks I've never been at. It was important that I prove I can go good no matter where I'm at."

In the previous race, 600cc Superbike and Open GP Twins, Scott Harwell cruised to a totally dominant win in the Twins class, while Sullivan and Cook mixed it up at the front of the 600cc class. Sullivan shadowed Cook the entire race, all the way to the last lap when he made his move. Sullivan was by for the win, with Cook a close second and Denning a distant

Todd Frey took the win in Light-weight 650cc Twins, a class that has come to be dominated by Suzuki SV650s. Frey had the lead at the end of the first lap and eased away from the rest of the field, beating Steve Stallman at the line. Behind them, the battle for third was the tightest one on the track. Alan Schwen held the advantage until lap seven, when David Moss got by. In another lap, Schwen was once again in the lead. Moss pursued Schwen until the last lap, when he got scraped off in traffic. Schwen took third with Moss fourth. Frey, a former Navy F-18 pilot and veteran of the Gulf War, used Dunlop slicks (555 rear, 489 front) to get to victory.

"I knew if I could break the draft I could pull away," said Frey. "There started to be a gap, and it grew a little more each lap. I kept it at five seconds and backed off when I knew



Jason Peters flies past a lapped rider en route to a 125cc Grand Prix win at Portland.
Photo by Phil Tanner.

third, all three riders on Yamaha YZF-R6s. For Sullivan, the last lap was all-important. "He's got a little motor on me," said Sullivan of Cook. "I had to be on his butt coming out of turn nine when we got the white flag. I pulled to the inside and outbroke him into turn one. Coming down the back straight he came around me, but I was able to outbrake him again going into turn seven." Harwell, who won the Twins class on a TL1000r with Metzeler tires (blue front, green rear), said, "We had a little confusion on the lap board when the 600s caught us. The person didn't realize it was two different classes. I just kept my head down to make sure Bill St. John didn't catch us. I stretched out my points lead, and that was the main goal."

Junge got his revenge in the second-last race of the day, Open Supersport. It took Junge and his backup endurance GSX-R1000 two laps to take the lead, but from that point on, he was unbeatable. Harwell and his GSX-R1000 had a slim advantage over Denning's YZF-R1 for the first half of the race, but at the end of lap five, Denning went by on the inside of turn eight to take second away. In the final three laps, Denning pulled a slight advantage over Harwell and led him across the line, while Dugan finished fourth on another Suzuki. Junge said his win came because "I used tire warmers; I usually don't. I was so worried about the left-handers here—there's only two. In my head I think the tire warmers worked. The tire got greasy toward the middle of the race, though." Junge used Metzeler tires, a blue in front and a green rear.

I had enough room. Endurance racing on Saturday really helped. Riding an R1 makes the SV feel like a toy. You can throw it around more than I'm used to." Frey is sponsored by Daikn Rauscher, EDR and Cox Racing Group.

Schmidt is sponsored by Tuff Dog Racing, Northwest Motorcycle, MotorcycleUSA.com, Mototune, Maxima, SMI eClips Web Design, EBC, Sharkskins, Circuit One and Factory.

Sullivan used Dunlop 208 tires and is sponsored by The Brothers Honda Yamaha, MVR Racing, EBC, Dunlop, Dick Wall, A-Champion Drywall, Frohs Garage, Silkolene, Arai, Centralia Knitting Milles, Factory and Lockhart-Phillips USA. **RW**

RESULTS

OPEN SUPERBIKE/FORMULA ONE: 1. Larry Denning (Yam YZF-R1); 2. Josh Bryan (Suz GSX-R750); 3. Mike Sullivan (Yam YZF-R1); 4. Alan Schmidt (Suz GSX-R750); 5. Tamer Kekhia (Yam YZF-R1); 6. Nathan Hester (Suz GSX-R750).

WEBA FORMULA ONE POINT STANDINGS (After 5 of 10 events, all 10 count): 1. Denning, 60 points; 2. Curry Justice, 53 points; 3. J.J. Roetlin, 45 points; 4. Billy Ethridge, 36 points; 5. Jamie Lane, 34 points; 6. Dave Newman, 22 points.

OPEN SUPERSPORT/SUPERSTOCK EXPERT: 1. Mark Junge (Suz GSX-R1000); 2. Larry Denning (Yam YZF-R1); 3. Scott Harwell (Suz GSX-R1000); 4. John Dugan (Suz GSX-R1000); 5. Mike Sullivan (Yam YZF-R1); 6. Anthony Mancini (Suz GSX-R1000).

WEBA OPEN SUPERSTOCK POINT STANDINGS (After 5 of 10 events, all 10 count): 1. Junge, 94 points; 2. Denning, 82 points; 3. Harwell, 67 points; 4. Quentin Mise, 30 points; 5. Wade Buffington, 25 points; 6. Scott Brown, 24 points.

750cc SUPERSPORT/SUPERSTOCK EXPERT: 1. Alan Schmidt (Suz GSX-R750); 2. Jamie Lane (Suz GSX-R750); 3. Scott Harwell (Suz GSX-R750); 4. John Dugan (Suz GSX-R750); 5. Curry Justice (Suz GSX-R750); 6. Shane Stoyko (Suz GSX-R750).

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continued on page 66

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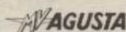
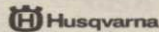
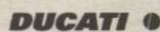
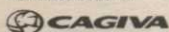
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WERA National Challenge Portland

continued from page 65

WERA 750cc SUPERSTOCK POINT STANDINGS (After 5 of 10 events, all 10 count): 1. Harwell, 82 points; 2. Glenn Szarek, 63 points; 3. John Jacobi, 58 points; 4. Brian Stokes, 57 points; 5. Lane, 38 points; 6. Wade Buffington, 36 points.
600cc SUPERSPORT/SUPERSTOCK EXPERT: 1. Chris Caylor (Suz GSX-R600); 2. Larry Denning (Yam YZF-R6); 3. Mark Junge (Suz GSX-R600); 4. David Cook (Yam YZF-R6); 5. Mike Sullivan (Yam YZF-R6); 6. Matt Zurbuchen (Yam YZF-R6).

WERA 600cc SUPERSTOCK POINT STANDINGS (After 5 of 10 events, all 10 count): 1. Junge, 89 points; 2. TIE Caylor/Denning, 75 points; 4. Joseph Temperato, 42 points; 5. Ken Snyder, 41 points; 6. Brian Stokes, 39 points.

250cc GRAND PRIX/ WERA FORMULA TWO: 1. Colin Jensen (Apr RSV250); 2. Stephen Bowline (Hon RS250); 3. Gene Brown (Yam TZ250); 4. Jason Peters (Hon RS125); 5. Steve Dahlstrom (Yam TZ250); 6. Mark McKinney (Yam TZ250).

WERA FORMULA TWO POINT STANDINGS (After 5 of 10 events, all 10 count): 1. Peters, 82 points; 2. Ronald Woods, 38 points; 3. Logan Young, 28 points; 4. Kevin Murdoch, 26 points; 5. TIE Jensen/Jason DiSalvo/Zach Lee/Steve Reeves, 20 points.

125cc GRAND PRIX: 1. Jason Peters (Hon RS125); 2. Jonah Miller (Apr RS125R); 3. Karl Gaines (Hon RS125); 4. Tyler Schmidt (Hon RS125); 5. Tim Fendley (Hon RS125); 6. Jerry Berkey (Hon RS125).

WERA 125cc GRAND PRIX POINT STANDINGS (After 5 of 10 events, all 10 count): 1. Peters, 100 points; 2. Schmidt, 73 points; 3. C. Brian Kcraget, 34 points; 4. Paige Hearn, 30 points; 5. Logan Young, 26 points; 6. James Morran, 23 points.

750cc SUPERBIKE: 1. Alan Schmidt (Suz GSX-R750); 2. John Dugan (Suz GSX-R750); 3. Jamie Lane (Suz GSX-R750); 4. Curry Justice (Suz GSX-R750); 5. Dan Wilson (Suz GSX-R750); 6. Nathan Hester (Suz GSX-R750).

WERA 750cc SUPERBIKE POINT STANDINGS (After 5 of 10 rounds, all 10 count): 1. Justice, 64 points; 2. Lane, 50 points; 3. Shane Stoyko, 46 points; 4. Douglas Duane, 40 points; 5. Wade Buffington, 37 points; 6. David Newman, 28 points.

600cc SUPERBIKE: 1. Mike Sullivan (Yam YZF-R6); 2. David Cook (Yam YZF-R6); 3. Larry Denning (Yam YZF-R6); 4. Tom Wertman (Suz GSX-R600); 5. Matt Zurbuchen (Yam YZF-R6); 6. Josh Bryan (Suz GSX-R600).

WERA 600cc SUPERBIKE POINT STANDINGS (After 5 of 10 rounds, all 10 count): 1. Joseph Temperato, 67 points; 2. David Yaakov, 54 points; 3. TIE Denning/Ken Snyder, 52 points; 5. Paul Mason, 29 points; 6. Robert Crawford, 27 points.

OPEN GP TWINS/WERA HEAVYWEIGHT TWINS: 1. Scott Harwell (Suz TL1000R); 2. Bill St. John (Duc 748/800); 3. Briggs Willoughby (Hon RC51); 4. Michale Hardin (Duc 748).

WERA HEAVYWEIGHT TWINS POINT STANDINGS (After 5 of 10 rounds, all 10 count): 1. Harwell, 94 points; 2. St. John, 64 points; 3. Glenn Szarek, 40 points; 4. John Branch III, 28 points; 5. Bud Lawter, 26 points; 6. Dale Burroughs, 19 points.

650cc GP TWINS/WERA LIGHTWEIGHT TWINS: 1. Todd Frey (Suz SV650); 2. Steve Stallman (Suz SV650); 3. Alan Schwen (Suz SV650); 4. David Moss (Suz SV650); 5. Daryl Wichern (Suz SV650); 6. Bill St. John (Duc 750).

WERA LIGHTWEIGHT TWINS POINT STANDINGS (After 5 of 10 rounds, all 10 count): 1. David Yaakov, 75 points; 2. St. John, 70 points; 3. Chris Normand, 51 points; 4. Greg Harrison, 28 points; 5. Robert Armstrong, 26 points; 6. TIE Frey/Bradley Champion, 20 points.

OMRRA FORMULA UNLIMITED: 1. Alan Schmidt (Suz GSX-R750); 2. John Dugan (Suz GSX-R1000); 3. Tamer Kekhia (Yam YZF-R1); 4. Dan Wilson (Suz GSX-R750); 5. Anthony Manciu (Suz GSX-R1000); 6. Briggs Willoughby (Hon RC51).

MIDDLEWEIGHT SUPERBIKE: 1. Todd Frey (Suz SV650); 2. Steve Stallman (Suz SV650); 3. Alan Schwen (Suz SV650); 4. David Moss (Suz SV650); 5. Jonah Miller (Apr RS125R); 6. Karl Gaines (Hon RS125).

LIGHTWEIGHT SUPERBIKE: 1. Jamie Emery (Har 741); 2. James Chisholm (Hon XR650); 3. Richard Huffman (Yam SRX600); 4. Leslie Green (Suz GS500E); 5. David Hosley (Yam SR500); 6. Ramey Peticolas-Stroud (Tig 650).

450cc SUPERBIKE: 1. Todd Frey (Suz SV650); 2. Steve Stallman (Suz SV650); 3. David Moss (Suz SV650); 4. Dar-

ryl Williams (Yam RZ350); 5. Daryl Wichern (Suz SV650); 6. Scott Avery (Suz SV650).

450cc SUPERSPORT EXPERT: 1. David McGrath (Yam FZR400); 2. Jim Kennedy (Yam FZR400); 3. Bill Cismar (Yam FZR400); 4. Bill Chisholm (Hon XR650); 5. Leslie Green (Suz GS500E); 6. Brian Bucknam (Suz GS500E).

OPEN CLASSIC SUPERBIKE: 1. Chris Blythe (Suz GSX-R1100); 2. Marbod Kern (Suz GSX-R750); 3. Ed Caraway (Suz GSX-R1100); 4. Aaron Walker (Suz GSX-R750).

SMALL BORE CLASSIC SUPERBIKE: 1. Darryl Williams (Yam RZ350); 2. Michael Cottam (Yam RZ350); 3. Michael Schmidt (Yam RD400).

OPEN VINTAGE: 1. Steve Pugsley (Hon CR750); 2. Rich Levert (Hon CB500); 3. Craig Echols (Duc 750); 4. Mark Leslie (Suz GT750); 5. Ron Glaspey (Hon CB750); 6. Duncan Craick (See 750).

500cc VINTAGE: 1. Dean Hubble (Hon CB350); 2. Christopher Page (Hon CB350); 3. Mike Daniel (Suz 500); 4. Paul Brodie (Aer); 5. Jim Wheeler (Hon CB350); 6. Douglas Brown (Duc 350).

250cc VINTAGE: 1. Paul Gaudio (Duc 250); 2. Chris Kerber (Aer 250); 3. Charles Kraeuter (Hon CB72).

WERA Portland 6-Hour

continued from page 63

Darkness As Well (Sam Fleming/Jim Williams), Suz GSX-R600, Mediumweight Superbike, 5 laps, 9 miles.

HEAVYWEIGHT SUPERBIKE: 1. Team Pennzoil; 2. Cox Racing Group; 3. Vesrah Suzuki.

HEAVYWEIGHT SUPERSTOCK: 1. MotorcycleUSA.com; 2. J&J; 3. SB Motorsports; 4. Lee Auto Body.

MEDIUMWEIGHT SUPERBIKE: 1. AOD; 2. Powersports; 3. AOD As Well.

MEDIUMWEIGHT SUPERSTOCK: 1. Team Chaos; 2. Team Chicago; 3. NOTB.

LIGHTWEIGHT SUPERBIKE: 1. SB Motorsports; 2. SB Motorsports; 3. Speedwerks/Cyberlogtech; 4. Damage, Inc.; 5. Tom Collins Racing.

HOOR ONE OVERALL: 1. Vesrah Suzuki; 2. Team Pennzoil; 3. Cox Racing Group; 4. MotorcycleUSA.com; 5. NOTB;

HOOR TWO OVERALL: 1. Vesrah Suzuki; 2. Team Pennzoil; 3. MotorcycleUSA.com; 4. Cox Racing Group;

HOOR THREE OVERALL: 1. Vesrah Suzuki; 2. Team Pennzoil; 3. Cox Racing Group; 4. MotorcycleUSA.com; 5. AOD; 6. Team Chaos;

HOOR FOUR OVERALL: 1. Vesrah Suzuki; 2. Team Pennzoil; 3. Cox Racing Group; 4. MotorcycleUSA.com; 5. AOD; 6. Team Chaos;

HOOR FIVE OVERALL: 1. Vesrah Suzuki; 2. Team Pennzoil; 3. Cox Racing Group; 4. AOD; 5. Team Chaos; 6. MotorcycleUSA.com.

WERA NATIONAL ENDURANCE SERIES OVERALL POINT STANDINGS (after round 5 of 10, best 9 finishes count): 1. Vesrah Suzuki, 495.095 points; 2. Team Pennzoil, 490.975 points; 3. AOD, 456.320 points; 4. Team Chaos, 388.385 points;

5. J&J, 362.845 points; 6. NOTB, 351.335 points; 7. Loudoun Motorsports, 333.600 points; 8. Team Chicago, 312.370 points; 9. Team Clinton Cycles, 297.205 points;

10. Racersupply.com, 293.320 points.

HEAVYWEIGHT SUPERBIKE POINTS: 1. Team Pennzoil, 533.975 points; 2. Vesrah Suzuki, 528.095 points; 3. Racersupply.com, 360.320 points; 4. Cycle Speed Racing, 163.150 points; 5. Northern Getaway, 154.315 points;

6. Cox Racing Group, 121.8 points.

HEAVYWEIGHT SUPERSTOCK POINTS: 1. J&J, 486.845 points; 2. Loudoun Motorsports, 413.600 points; 3. Paramount Racing Ltd., 193.145 points; 4. Backdraftmoto.com, 156.440 points; 5. Lifestar Racing, 145.255 points;

6. MotorcycleUSA.com, 131 points.

MEDIUMWEIGHT SUPERBIKE POINTS: 1. AOD, 556.320 points; 2. Leaning Lizard Racing, 372.145 points; 3. Pensacola Motorsports, 153.875 points; 4. Fast Lane Cycles, 148.450 points; 5. Powersports, 114.600 points; 6. Clubracer dot com, 108.140 points.

MEDIUMWEIGHT SUPERSTOCK POINTS: 1. Team Chaos, 510.385 points; 2. NOTB, 470.335 points; 3. Team Chicago, 421.370 points; 4. Team Clinton Cycles, 393.205 points;

5. Team HMR, 310.560 points; 6. HRD Racing, 256.930 points.

LIGHTWEIGHT SUPERBIKE POINTS: 1. Speedwerks/Cyberlogtech, 372.11 points; 2. Maryland Motorsports, 344.42 points; 3. Robin's Roost, 208.275 points; 4. Intrepid Racing, 201.765 points; 5. Speedwerks Racing, 136.790 points; 6. SB Motorsports, 128.600 points.



With Opie Caylor already gone out front, the race for second in the 600cc Supersport race at Portland included Mark Junge (57), Dave Cook (91), Larry Denning and Mike Sullivan (74).
Photo by Phil Tanner.

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The Adventures Of A Racer

continued from page 102

win, now I have to do it again and again.

I spent a few days at home after Laguna. I chilled for a couple of days and then got off my ass and started to do stuff. I needed some more floor space in the trailer, so my dad and I built a tire rack. It took us five hours and it freed up a lot of space on the floor, where before I had to find all sorts of places to put tires. I also spent an afternoon hosing down fences and clearing a firebreak after some kids caught the forest behind my house on fire. I came home right after the fire trucks got there. All I was worried about was making sure the trailer with my racebikes was okay. I totally forgot about my parents' house. My dad reminded me to worry about the house first when he arrived to assist in the removal of non-replaceable items. The fire guys eventually got it under control; I was just a little worried. I had a right to be, there was a big-ass fire 100 feet from my race trailer and my house.

With the fire out and all new structures built, I finished packing and headed out to Mid-Ohio Sunday night at six p.m. I made it to Kingman, Arizona by midnight and I stopped to sleep at the Petro truck stop. I woke up the next morning at 6:30 and got fuel, then headed out. I made it three miles and a trooper pulled me over. The guy pulled up next to me, looked over at me and then stomped on his brakes and flipped the lights on to pull me over. So I pulled over and got all the registration stuff out.

He started asking me a bunch of questions. Then he started to talk about motocross and got buddy-buddy with me. I think he told me he had a cousin that raced, blah, blah, blah. Then he started asking questions about road racing. Personally, I think the easiest way to explain road racing is to just hand the person a poster. The picture clears up all the stupid regular-public-type questions. Anyone who races has had to answer the questions at least once in their career. But this time, having a poster f--ked me.

He asked a few more questions, I answered them. Then he told I was commercial because I was over 18,001 pounds and was in the furtherance of commerce. After that he asked for my logbook, medical card, and CDL. I could not produce any of those three items. He wrote me a ticket for all that crap, but didn't fine me for it.

Then he told me that I was going to have to be shut down for eight hours. I had to go back to the Petro. He told me he was going to make sure I went back to the Petro and then he was going to go back to Kingman and not watch me. So I could go do what ever I wanted. Basically he told me I could leave, but I wasn't going to fall for that shit. He was setting me up to take the big one. Basically I screwed up by not knowing the regulations. If I would have known what the guy was looking for I would have told him that I was a Novice and I can barely break two minutes at Willow. I think he pulled me over because I was young, maybe too young to be driving a truck hauling a big trailer. I was unfairly singled out like many other young people driving race vehicles across Arizona.

So I went back to the truck stop and chilled for a while, then took off when my time was up. I would rather had to pay the fines than sit at that truck stop for eight hours.

A couple of days later they stopped Dave Swarts for having paper plates on my dad's RV and then searched it for drugs. These guys must have it out for us. Well anyway, f--k Arizona. I never liked the place, PIR is a dump, Firebird is a dump, and the commercial regulations suck! No good racetracks and lame cops, what is the point of even having it in the union? At least we don't have to listen to John McCain, since he failed in his bid to become President.

The Arizona deal turned a nice, easy road trip into a f--ked up ordeal. I had to drive way longer each day than I had planned. I left the Petro at 4:00 p.m. and drove until 1:30 a.m. I did 18 hours on Tuesday while running on four hours of sleep. I did 12 hours on Wednesday to make it to the track while running on five hours of sleep. That cop thought he was making the roads safer by shutting me down. I believe he was wrong. I was way burnt by the time I got to Mid-Ohio. I got to the track at about 7:00 p.m. Wednesday night.

Billy and Shane waited for me at the track. My bike was still apart from Laguna, so they waited for me to get to the track so they could finish my bike up. Five minutes after I showed up they told me to go do some local TV show that was being aired live from the track. I went and washed my face and then did the show with Mike Hannas. The TV host seemed like he didn't really know what road racing was about. I answered the questions to the best of my ability and then went back to see if Billy and Shane needed any help.

While I was waiting for those guys to finish, Grant Lopez, Mike Canfield and Ashley (my girlfriend) showed up. I figured I would let her come to a couple of races and see if she knew how to act at the racetrack. You know, some girls just don't get it and cause all sorts of trouble at the track. I hadn't had a girl at the track for a long time, so I was a little nervous about bringing her. It turns out she was helpful and knew how to act. That was a good thing, good girls are hard to find. Now if can get her to maintain my motocross bike while I'm gone, she'll be perfect!

Billy and Shane finished up and we bailed back to the hotel. I was pretty wired from a Red Bull I drank at 6:00



750cc Supersport, Mid-Ohio: "They gave me a wreath on the podium. I tried to give it to Ashley, but she didn't want it because there were carnations on it. Talk about picky!" Photo by Brian J. Nelson.



750cc Supersport, Mid-Ohio: "I had a one-second lead on him at the line and then I just built it up. I could see Jimmy so I tried to reel him in." Photo by Brian J. Nelson.

p.m. I didn't fall asleep until 11. I woke up at six. It was seven hours, but not nearly enough after the road trip I just did. I went out in the first session and just wasn't my usual self. I was missing my marks and not riding the way I should have. I got three sessions into the day and then called it quits. Billy was asking me questions about the

bike and I didn't know what to tell him. So he pulled the plug on practice for the rest of the day. He asked me if I was tired, I thought that he was asking me if I was getting tired on the bike. He really wanted to know if I was worn out from the drive. Yes, I was worn out.

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New AMA Pro Racing Superbike Operations Manager Gary Mathers was asked at Laguna Seca Friday about the new chain of command since he was hired. In response, Mathers said, "I work for Merrill (Vander-slice, AMA Pro Racing Director of Competition), and Ron (Barrick) reports to me." Barrick formerly held the title of AMA Superbike Operations Manager. Barrick's new title has not been determined yet.

Attack Suzuki's Richie Alexander, Jr. said at Laguna Seca that he will sit out the remaining AMA Formula Xtreme rounds to concentrate on the Genuine Suzuki Accessories 750cc Supersport Championship. "It was a tough decision," said Alexander. "Riding in both 750 Supersport and Formula Xtreme was even tougher. There are times during these weekends where I would have to ride, between the two classes, for two hours straight. I wasn't able to totally focus on any 750 race since Daytona, and that's hurt me and the team. The team needs some wins, and I want to be winning like I should." Attack Suzuki's Richard Stanboli offered Alexander's empty GSX-R1000 seat to Shawn Higbee for the Laguna Seca round. With only one practice session to learn and set up the GSX-R1000 before his qualifying run, Higbee qualified 10th, three seconds off the pole-winning time of his Attack Suzuki teammate Tom Kipp. Higbee declined to ride in the Formula Xtreme final, and said that the crash he had the week before during the Formula USA event at Virginia International Raceway aggravated a previous rib injury, causing him too much pain to ride safely.

Injured Attack Suzuki rider Jason Pridmore joined track announcer Richard Chambers to add expert color commentary to the race calls at Laguna Seca. However, when Pridmore's replacement Tom Kipp high-sided out of Saturday's Formula Xtreme while running in third place, according to Chambers, Pridmore was too upset to continue calling the race. Pridmore had a hard time again on Sunday when his other teammate and friend Richie Alexander was black-flagged for his bike smoking. But overall, Pridmore received high marks from AMA regulars for his performance on the microphone.

Speedvision's Greg White collected the footpeg that broke off John Hopkins Team Valvoline EMGO Suzuki GSX-R1000 Formula Xtreme bike when Hopkins crashed after winning the FX race at Loudon. White put the broken footpeg on the online auction website Ebay where the footpeg sold for \$31. White gave the money to the Valvoline EMGO Suzuki team during the Formula Xtreme qualifying Thursday at Laguna Seca.

According to Ray Plumb, American Honda's race transporter carried three sections of Air Fence from Loudon to AMA headquarters in Ohio when the AMA truck dedicated to transporting the Air Fence broke down at Loudon. Team Valvoline EMGO Suzuki's Grant Lopez and *Roadracing World's* Chris Ulrich each hauled two, 220-pound sections of Alpina Air Module across the country to Laguna Seca. But other than the four sections hauled by Lopez and Ulrich, no other sections of Air Fence owned by AMA were deployed at Laguna Seca. Instead, the track was set up with 23,000 haybales plus \$50,000 worth of Air Fence Bike purchased by the promoters, Speedvision Productions.

Hooters Suzuki's Mike Ciccotto learned June 28 that an action picture of him riding his Hooters Suzuki GSX-R750 will be appearing on the official event poster for the Suzuka 8-hour Endurance World Championship race scheduled for August 3-5. "Steve

(DeCamp, Hooters Suzuki team owner) told me last week," Ciccotto said at Laguna Seca. "I haven't seen it, but Steve says that it also says, 'American rider Mike Ciccotto' on the poster. It will be distributed in Japan. I guess there hasn't ever been an American team in the Suzuka 8-hour." Although his team will race as Hooters Suzuki in the Formula Xtreme open class on GSX-R1000s and Metzeler tires, the real party responsible for the Suzuka effort is Hooters' exhaust sponsor Ti Force and distributor Orient Express. According to Ciccotto, Hooters paid no extra money to help with the Suzuka race, but DeCamp will be flying two "Hooters girls" at the team's expense to Suzuka to serve as umbrella girls.

In the meantime, Ciccotto was riding his Hal's Performance Advantage Buell Pro Thunder bike at Laguna Seca. "I have a broken right index finger and probably a fracture in my right wrist," said the two-time Buell Lightning Series Champion just before having his hand and wrist taped by fellow Pro Thunder competitor Dr. David Kieffer, M.D.. Ciccotto injured his hand when he crashed out of the second Formula USA Unlimited Superbike race July 1 at Virginia International Raceway. Defending AMA Pro Thunder Champion Jeff Nash also rode with a broken hand at Laguna Seca. Nash suffered his injury in a crash at Loudon.

Former Formula USA Champion Mike Sullivan, 44, was playing Iron Man at Laguna Seca. Sullivan rode injured Scot Dormier's Ducati 748 in Friday's Pro Thunder race. On Saturday, Sullivan rode in the 27-lap Superbike race on a Mike Velasco Racing Honda RC51, then jumped straight onto his own MVR-sponsored Yamaha YZF-R1 for the 17-lap Formula Xtreme final.

It's usual that any unused World Superbike-spec tires shipped to Laguna Seca by Dunlop or Michelin are distributed to sponsored AMA teams instead of being shipped back to France, England, Japan, or wherever they came from. New World Superbike player Pirelli also joined the tradition of leaving extra World Superbike-spec tires with teams in America. Andrew "Woody" Deatherage was given a World Superbike front Pirelli slick to ride on in the Formula Xtreme race. Other leftover Pirelli tires were distributed to other Pirelli teams.

Some Pro Thunder racers prefer heat races over timed qualifying. Laguna Seca Pro Thunder winner Tom Montano said, "Not only does it give you extra time to practice and work on your set-up at 100 percent, you can also get a good idea about where you stand with the other guys in the class. You can see where they are weak, where they are strong, and maybe pick up some things." But Montano was confused, like everyone else, as to how riders turning laps slower than 112 percent of his pole time were included in the Pro Thunder race at Laguna Seca. The way Montano saw it, "What happened was, apparently the 112 percent rule doesn't apply to that class because you don't need a 'Pro Expert' license. You only need a 'Pro Sport' license. My question was, how come at Daytona, some guys had some trouble with bikes breaking, and they had a little extra meeting and they said we're going to have a little extra qualifying session. So the way I see it now is that we didn't need that extra qualifying session because everybody would have got in. I lost positions during that extra session. But Ron (Barrick) said there was a stipulation in the rulebook. I'm not pointing fingers at anyone, but I told them last year when I lapped some guys three or four times, that it would be a problem. This year I lapped a couple of guys twice. It wasn't bad, but there were like 15 guys below 112 percent." In fact, 18 of 41 Pro

Thunder competitors turned laps slower than 112 percent of Montano's 1:32.258. The cut-off at 112 percent would have been 1:43.329. The slowest time actually recorded in Pro Thunder timed qualifying was a 2:04.054.

How current and former Roadracing World Young Guns fared in action at Laguna Seca: Tommy Hayden, Yamaha, Superbike (8th), 600cc Supersport (4th); Nicky Hayden, Honda, Superbike (26th, DNF, crash), 600cc Supersport (5th); Roger Lee Hayden, Bruce Transportation Honda, Formula Xtreme (3rd), 600cc Supersport (10th); Chris Ulrich, Roadracingworld.com/Vesrah Suzuki, 750cc Supersport (1st); John Hopkins, Team Valvoline EMGO Suzuki, Formula Xtreme (2nd), 600cc Supersport (6th); Ben Spies, Team Valvoline EMGO Suzuki, 750cc Supersport (16th, crash); Tony "The Tiger" Meiring, EBSCO Suzuki, Superbike (14th), 750cc Superstock (3rd), Formula Xtreme (13th); Nathan Hester, Tuff Dog Racing, Formula Xtreme (29th), 750cc Supersport (37th, DNF), 600cc Supersport (28th); Michael Hannas, Jr., PJ1/Tech Star Industries/Team Turfrey, 250cc Grand Prix (5th); Ben Walters, Jr., Team Stargel Racing, 250cc Grand Prix (42nd, DNF); Cory West, Harder Racing Development, 250cc Grand Prix (20th); Geoffrey Pestes, privateer, 600cc Supersport (40th, DNF, crash).

Retired Young Gun Ryan Landers was at Laguna Seca serving as a tuner for Annandale Racing's James Compton in Formula Xtreme. Last year, Compton worked as a mechanic for Team Valvoline EMGO Suzuki, wrenching for Ben Spies. Compton finished 24th in Formula Xtreme.

The combined AMA Superbike/World Superbike race at Laguna Seca drew a claimed new record three-day attendance of 91,000, according to the promoters, Speedvision Productions.

According to Speedvision Productions President Dan Murphy, the 91,000 spectators at Laguna Seca set a new record for the largest motorcycle racing crowd at an event in North America. Murphy said the race was "Clearly the largest crowd in North America by a ways. We exceeded our last year's attendance, which was 82,000. We made the significant jump when we had the AMA and the Worlds combined. I think we're seeing the real benefit out here on the crowd, due to the fact we're actually putting a package together where the fans are getting value, because we are not putting any more dollars into promotion. So the additional fans are coming for the fact that they're getting a good value for their ticket. So they're telling their friends. They're bringing more friends. That's a sign that we're doing a good job. What helps us with Laguna Seca that I like is that they have other events of similar size. So they are used to running a similar-sized operation. That helps us. Some other tracks don't run this level of an event. So when you're the biggest event, that becomes a problem."

For comparison, the 2000 CART Indy Car race at Laguna Seca drew a three-day total of 105,000. "We fully expect the Superbikes to surpass the CART race as soon as this year. Next year with all of the improvements that we are planning, everything will be bigger and better," said Mazda Raceway At Laguna Seca spokesperson Mary Ellen Wright-Rana. "We want people, when they think of motorcycle racing events, to think Daytona or Laguna. We want to be bigger than Daytona."

Federation Internationale De Motocyclisme officials handed down fines amounting to \$139.40 U.S. (250 Swiss francs) each to World Superbike competitors who exceeded the 85 kph (52.8 mph) pit-lane speed limit. Riders who received penalties included Martin Craggill (102 kph), Troy Bayliss (96 kph), Troy Bayliss (98 kph), Ruben

Xaus (105 kph), Doug Chandler (91 kph) and Eric Bostrom (93 kph). The infractions were recorded during the first World Superbike qualifying session on Friday of the race weekend. An FIM official collected Steve Martin's fine Sunday July 8. That FIM official was the Clerk of the Course, Ron Barrick. Troy Bayliss had to pay for two speeding tickets.

The FIM also issued a fine to Speedvision President Dan Murphy for the Laguna Seca track failing to meet FIM Standards for Road Racing Circuits (SRRC) art. 029.7.9 Race Control Post in an inspection Friday, July 6 prior to the first World Superbike free practice. For the violation, Murphy, as the race promoter, was fined 10,000 Swiss francs, or \$5576 U.S.. According to Murphy, "What it means is at European tracks, they have separate television feed for the safety and race control. What that means is that race control can actually move the cameras. So if a rider goes down in turn four, they can actually move the camera, get a wide shot of the area of turn four and determine whether to throw a red flag, a yellow flag, or an oil flag. What we have here at Laguna Seca is our feed is attached to the television feed. So we can still see every camera, every corner in race control, but it's not a separate system. So the race control can't move the cameras. Our camera operators and television operators are in control of the cameras. We felt like that was a sufficient system. The jury obviously disagreed. For next year's homologation, it will be a requirement at this track." Asked if there were negotiations to reduce the fine to the current level, Murphy said "Oh yes." How much did they want to fine you? "I think that part's confidential. I don't think they want that stuff to be disclosed. The Laguna Seca Raceway is making a lot of changes for next season, as has been announced, with pit-straight suites and a lot of other changes. We felt next year was the year to make those changes. Our homologation requirements did not require that, which was our position. Our plan all along was to do it next season. They felt like it was clear that it was supposed to be done for this season. It was a difference of opinion." Speedvision used 41 cameras during the coverage of the AMA/World Superbike weekend.

Speedvision used virtual ad placement during broadcasts from Laguna Seca. Virtual advertisements are the latest trend in television advertising during live events. The technology is the same as that which allows there to be virtual first down lines appearing on a football field during televised games. The technology has also been used during coverage of other live events like the Academy Awards, where it looked as if a huge banner ad was laying in the middle of the street when in reality there was never a banner there. The technology is also used to virtually change an ad, as done for broadcasts from Laguna Seca, which is quicker than taking down and raising banners.

During the broadcast of the AMA Chevy Trucks Superbike race Saturday, the Infostada banners actually hung in turn three and from the pedestrian bridge between turns three and four changed to Honda, Performance First and McGraw Insurance Service virtual banners that alternated between laps. The banners looked so realistic that only those who were actually at the track would know the difference.

AMA officials fined Yoshimura Suzuki's Aaron Yates \$600 following the AMA 600cc Supersport race at Laguna Seca for having a non-functioning thermostat. According to Yoshimura Suzuki's Don Sakakura, "Their reasoning for the fine is questionable, (but) we just decided to go ahead and pay the fine this time."

So he sent me back to the pits and told me to go to sleep. I slept for two hours or so and basically chilled for the rest of the day. I needed to recharge my battery for the weekend. Skipping half a day of practice wasn't going to hurt us that bad. It was better than getting flustered because you are off your game due to no sleep for days on end. I went back to the hotel that night and got plenty of sleep, and woke up the next morning ready to go.

Friday morning's session wasn't too eventful. I had the same tires on from the day before and didn't feel like pushing that hard, but instantly went faster than I did the day before. I was fifth in the session with a mid-33. I went out in the Superbike session and got into the 32s consistently and dipped into the 31s. My fastest was a 1:31.9. I was the first 750cc Supersport guy into the 31s. I knew that half day off would help!

I went out in the afternoon 750cc Supersport session and did a bunch of low-and-mid-32s. I was happy with the times, and sat out the Superbike qualifying session to prepare for 750cc Supersport qualifying. I knew if I got into the 31s, I would be on the front row, no problem.

I got held up early-on in the session and then got held up again by Eric Wood. I got by Wood and put in a hard lap or two. I think Wood got a tow off me and put in his good lap. I saw 31.8 on my board and I knew I was on the front row, so I did one more lap and pulled in, practiced a few starts and then pulled in for good. I didn't want to do what I did at Laguna and so I just chilled after my fast time. The time put me second on the grid. It was pretty good. I thought for sure that someone else was going to bump me, but nobody could do it.

I chilled and practiced starts in the morning warm-up.

My race was the first race of the afternoon on Saturday. I knew that if I could get a good start, I could go with Jimmy Moore and pressure him. Well, I was fifth into turn one and then Richie Alexander crashed in front of me and Daigoro. I set off for Ben Spies after that. I tried to just not make any mistakes. I think I caught Ben on lap three and then got by him on the brakes coming off the back straight. I had a one-second lead on him at the line and then I just built it up. I could see Jimmy so I tried to reel him in. I closed the gap a little bit, then I got into traffic. I wasn't closing fast enough so I decided to just watch the gap to Ben and keep my cool. Having Jimmy ahead of me pissed me off, but I just tried to keep my cool. I brought it home in second. I did my fastest laps of the weekend—I strung a bunch of 31s together—and my fastest was 31.33. I was happy about that.

They gave me a wreath on the podium, I tried to give it to Ashley, but she didn't want it because there were carnations on it. Talk about picky!

The weekend started out pretty bad, but turned out good. I got a better start than I have been getting, but I need to do better. If I can get a start, I can win. I think I have given away two races this year because I got a bad start. I need to fix the problem and go out and win. Brainerd is going to be fun. **RW**

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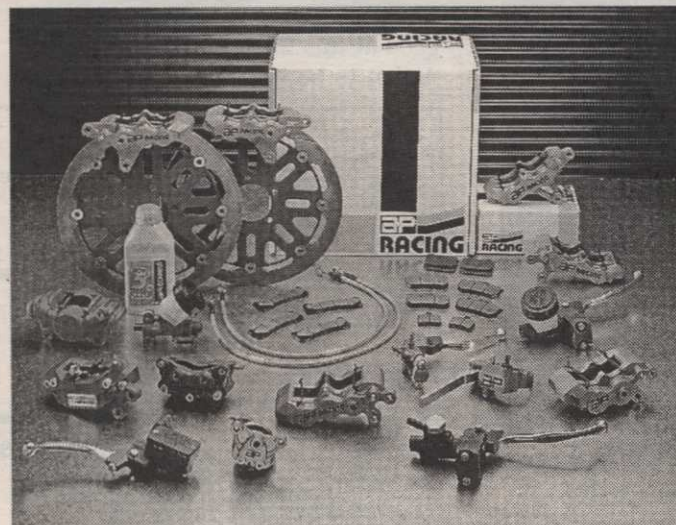
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Mladin's Almost Perfect Weekend In Ohio

By Bob Dragich and David Swarts

Yoshimura's Mat Mladin had an almost perfect weekend at Mid-Ohio, earning pole position (his seventh of the year), setting a new track record (his sixth of the year) winning a race (his fourth of the year and the 14th of his career) and increasing his series points lead. The only thing between Mladin and truly perfect weekend was the second Superbike race, on Sunday, which saw Mladin finish a close second after leading the most laps.

Mladin's engine dropped a cylinder on the last lap, as Mladin closed back in on Nicky Hayden, who had put on a charge aboard his Honda RC51 and made a late pass on Mladin.

Things went much less perfectly for Mladin's closest contender in the Championship points chase. Kawasaki's Eric Bostrom got second behind Mladin in the first race, then had a rear tire delaminate in the second race, came in for a replacement, and finished 13th.

After getting through some bad luck earlier in the year, Nicky Hayden was in full redemption mode, taking a third place in the first race and getting his first win of the year in the



First lap of the first Superbike race at Mid-Ohio, Eric Bostrom leading Jamie Hacking, Mat Mladin (1), Nicky Hayden, Steve Rapp, Larry Pegram (72), Doug Chandler (10) and Miguel Duhamel (17). Photo by Brian J. Nelson.



The battle for fifth, early in the first Superbike race at Mid-Ohio, Steve Rapp chased by Doug Chandler, Miguel Duhamel and Larry Pegram. Photo by Brian J. Nelson.



Kurtis Roberts (80) battled Miguel Duhamel (17), Jamie Hacking (92) and Doug Chandler (10) for third in the second Superbike race at Mid-Ohio. Duhamel got the position. Photo by Brian J. Nelson.

second race. Hayden's Honda teammate Miguel Duhamel is also moving up the points ladder, finishing sixth in the first race and a third in race number two.

Mladin's pole qualifying time of

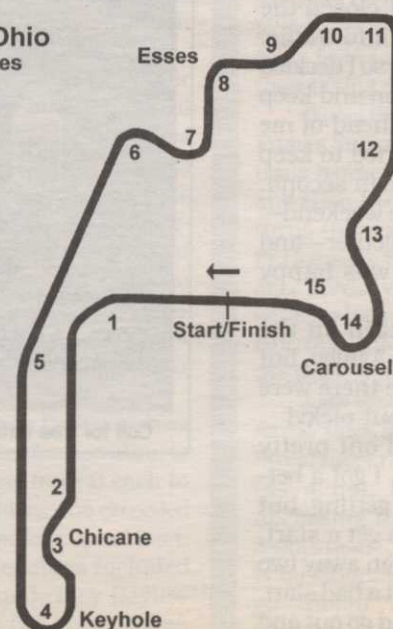
1:26.498 set another new track record and beat the record set by Ben Bostrom back in 1999 by almost a full second. Mladin has taken the pole at every single Superbike race this year, making him the all-time Champion of pole-set-

ters in a single season, and tying Doug Polen, who set seven consecutive poles over the 1988-1989 season. In addition, Mladin has set a new track record at every single racetrack except Laguna Seca, a fact that mystified him at the time. In setting the fast lap at Mid-Ohio, Mladin said he "Just put a qualifying tire on. That's all, really. Up until I did the last couple of laps we were on race tires. We know that on our qualifying tire we'll get between six tenths and a second a lap sometimes. Today we got about a second a lap, maybe just a little bit less. Pretty happy with it; it was a pretty good lap. I think the first one might have been a bit quicker, but I really stuffed up in a couple of places, so I had to go for a second one and, luckily enough, it was quick enough. Last year in the race, when I was behind (teammate) Aaron (Yates), Aaron's very good at this track and it was good for Aaron to be in front of me last year

because, while it took a few points away from me going into the Championship, I learned a lot of stuff from him. And there's a couple of spots on the track where he was a lot quicker than me and I really learned last year what that takes to be fast in that spot. Watching the video over and over again over the past 12 months trying to pick up a couple of things, it seems to be working."

Bostrom said of his second place on the grid, "My bike's working good and I think we have a good race set-up. I'm always impressed with how well Mat can go on the qualifiers. I just don't have the faith in them that he does. I think we're going to be there in the race. We're going to be a force to be reckoned with out there. I went about seventh tenths (of a second) faster on the qualifier, but it seems like Mat went a whole second-and-a-half faster. We have a little practice session coming up after lunch, and we may try some real minor

Mid-Ohio
2.4 miles



things, but, overall, we're pretty happy."

Third-fastest-qualifier Nicky Hayden was the first in the session to dip under the lap record, but he wasn't even aware of it at the time. "I wasn't even sure what the lap record was; I didn't even know that. I felt pretty good and thought I might have a shot at pole. I did two laps (on a qualifying tire) and neither lap was stellar; I thought maybe I could get into the 26s. No way. Mat put in two really good laps and I didn't have that. And then I about tucked the front on the third lap on my qualifier. After that I just kind of chilled out. But the way things have been going it still feels good to be up here and in the mix of things."

Fourth-fastest Jamie Hacking said, "The qualifier didn't do anything for me. My race tire worked just as good as my qualifier. I ended up just pushing the front more than anything and just screwing up all the corners. It was good for, what, two tenths for me, which is not good. Being on the front row on my race tires, basically, I'm happy with that."

Superbike Race One

Mladin was third off the line, following Bostrom and Hacking. With Bostrom in the lead, and getting away, Mladin was trying desperately to pass Hacking anywhere he could. It didn't take long. Coming off the back straight on lap three, Mladin outbraked Hacking into turn six. "My bike was running pretty similar to Eric's down the back straight, Jamie's was running a bit better than ours but it's probably due to his size. He's very light and there's not much of him, so his bike's going to be fast. I had a bit of trouble even staying with Jamie, so I had to shove him in turn six to get by. I put a pretty aggressive move on him, but I had to do it," Mladin said.

In another lap Mladin had not only caught Bostrom, but also passed him in the same corner in the same way he took Hacking. As far as the pass Mladin pulled on him, Bostrom said, "Mat was running a good pace and obviously he was able to put a little distance on us. We seesawed a little bit but the pass itself was fine. I broke halfway decent and he got in there better. I was thinking, 'This might be interesting; he might run off the track.' He had about four feet left so I guess it was under control."

"I never feared I wouldn't make the turn," said Mladin, "because I know where I was braking in practice. If that was practice, I could have made the turn, no problem. I simply can't afford the risk of maybe pushing the front and crashing in the race. I braked at a very similar spot to where I was braking in practice. After I got by I knew I could afford to let it run wide a little bit."

Getting to the front was paramount in Mladin's mind. "I thought this year that at most races if I could get into the lead, I was running very fast and I could maybe make a bit of a break. A couple of times I've been held up, and sometimes it gets tough when the tire starts spinning, and if they get a better drive, sometimes you just can't do it. So the first five laps I had to be aggressive."

Within three laps, Mladin was

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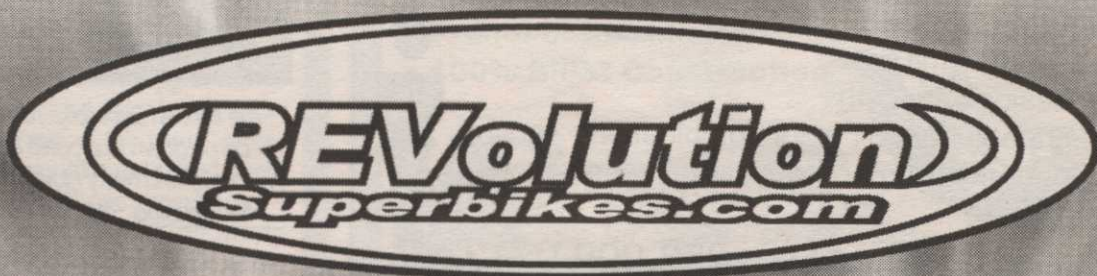
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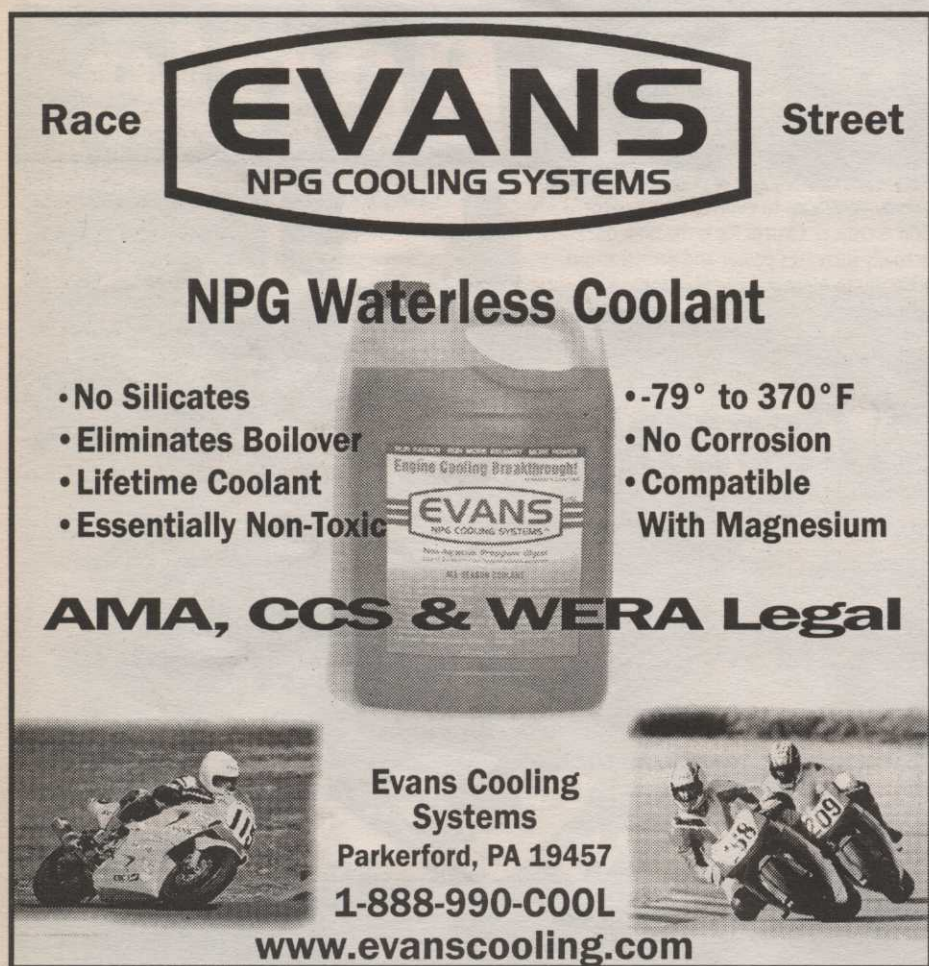
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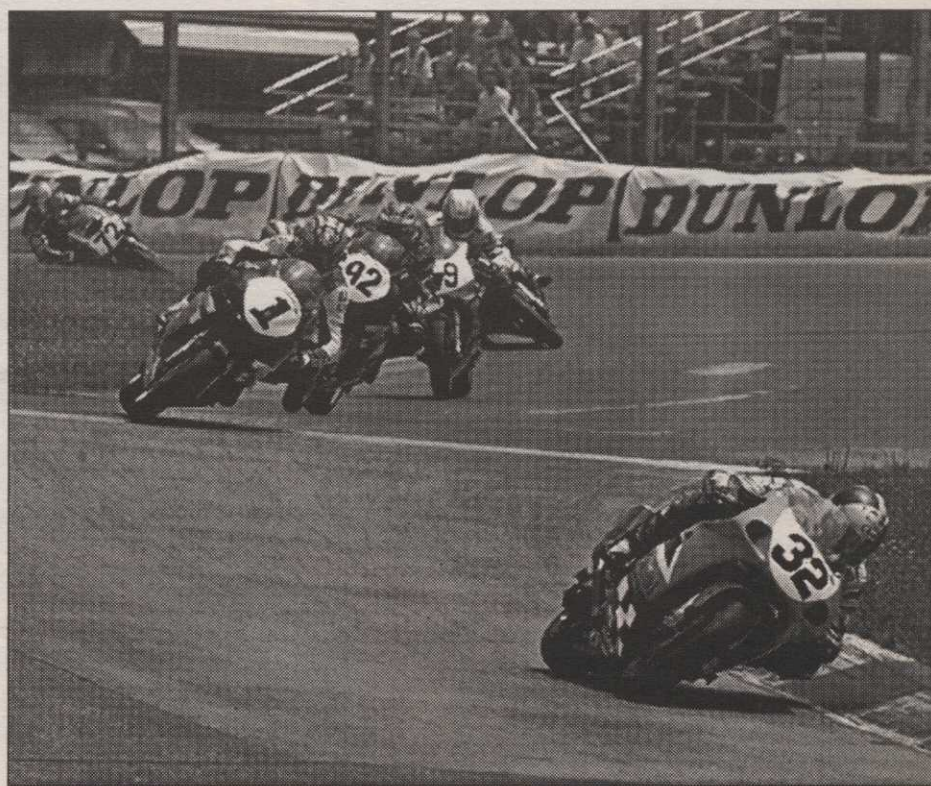
continued from page 71

1.4 seconds ahead of Bostrom, and he added to it with nearly every lap until lap 18 of 26, when he had 4.1 seconds on the Kawasaki rider. From that point on, Mladin's lead was mostly in the three-second range as he held a constant advantage over Bostrom. Slackening off on the last lap, Mladin took the checkers 1.864 seconds ahead of Bostrom.

Mladin said his victory was "Not really a goal to worry about, winning at Mid-Ohio, because I hadn't won here. It was a goal because I felt I had to win because I figured if I didn't win it was

we've got to do a good job at Brainerd as well. That will leave us three races. If you have 30 points and three races to go and don't have any motor sort of problems, I think I can handle it from there. But these guys are riding fast and they're riding hard and they put the pressure on and when there's pressure you can make mistakes."

In the early stages of the race, Bostrom had his hands full just trying to stay ahead of Hacking. Bostrom was even kicked out of the saddle on lap six while trying to hold off a charge to the inside by Hacking in turn six. By lap four, Nicky Hayden caught up to Bostrom and Hacking, and the three circulated together. By lap 10, Bostrom was pulling away and Hacking was hav-



Early in the first Mid-Ohio Superbike race, Eric Bostrom (32) is pursued by Mat Mladin, Jamie Hacking (92), Nicky Hayden, Steve Rapp and Larry Pegram (72).
Photo by Brian J. Nelson.



The second Superbike race at Mid-Ohio came down to a battle between Mat Mladin (1) and Nicky Hayden (69), with Hayden winning. Photo by Brian J. Nelson.

ing trouble holding his position over Hayden. On lap 13, Hayden got by Hacking and the top four positions were set.

Bostrom said it was "obviously not" the finish that he wanted. "Our job was pretty simple: We had to beat Mat and we didn't today. I felt like I had a pretty bad go at the traffic. Definitely in the beginning of the race, Mat got a lot of good passes in on the lappers and I got hung up down at the bottom where it's tough to get by. Some of our lap times went from a 28 flat to . . . I saw a 29.5 and a 29.3. You can't afford to give away a tenth let alone a-second-and-a-half. I thought we could run a little quicker pace but the track temperature was way high."

"I didn't get the start I quite wanted," said Hayden. "Jamie was riding good and I just could not get by him for a long time. I was spinning the tire trying to get a drive on him; I don't think that helped. I tried to make a run at Eric and I thought I might been chipping away at him a little bit, then I got into some lappers and I thought, 'Just chill out. (I'll) get another shot at the boys tomorrow. Just try to get on the box today.' I know (third) is not that good, but it feels good to get back up here the way the last few races have been going."

In the end, Hacking was happy

probably going to be Eric. That was my motivation for the weekend. At this time of the year and this weekend it's important to win. Of course, we'd like to try to win tomorrow's race, and if we do, and the order finishes the same, then we'll have a better points lead. Then

to get fourth. "It started about six laps into it," said Hacking. "It was either an electrical problem or something with the fuel injection. The thing was cutting out. Every time I shifted it would die for a second. Toward the end, sometimes I couldn't get it out of third gear. I was praying the thing would make it home. It seemed like I could have run faster than the bike was going on the back straight." The team later diagnosed the problem as a faulty fuel pump.

The best race on the track was the one for fifth place, starting around mid-race. HMC Ducati's Steve Rapp had fifth all to himself for the first five laps, then Kawasaki's Doug Chandler got by. Next to come by one lap later was Honda's Miguel Duhamel, who was on the charge after finishing the first lap in eighth place. Honda's Kurtis Roberts, who had problems the first lap-and-a-half, was also coming up through the field, finishing the first lap in ninth place, then following Duhamel through. It took Roberts until lap 11 to get by Rapp, but when he did, he pulled right up on Chandler and Duhamel. Roberts passed Duhamel on the following lap going into turn six, definitely the most popular passing spot on the track. On lap 13, Chandler got balked by a backmarker in turn one, and both Roberts and Duhamel got by. Roberts and Duhamel got a slight advantage over Chandler, who wasn't able to repass either one of them.

"We got hosed a couple of times in traffic," said Chandler. "Sometimes it works for you, sometimes it's against you. The bike was a lot looser than I would have liked. It was spinning a fair bit and wiggling around. You only want that to a certain extent, and our bike was a little excessive. It felt like it wanted to chatter. We tried a soft (rear) tire, but it was just too hot for it. I stayed with them; if one of them bobbled, I could get back up on them. But with three laps to go, I got stuck again."

Ahead of Chandler, Roberts held off Duhamel for most of the rest of the race. Duhamel got the advantage briefly on lap 23 with an inside pass in the Carousel, but Roberts had it back for the last two laps, beating Duhamel at the line by 0.025-second.

"It didn't look like it was going to happen," said Roberts about beating Duhamel at the line. "We had too much rear brake all weekend, so the team cut down the rear pucks. I glazed them in the first lap-and-a-half. Then I had to learn to ride the thing all over again. I passed Miguel as soon as I got up to him. I can just brake deeper than he can, so that helped."

"It was fun," said Duhamel of his race with Roberts. "I figured if I passed him he would just pass me back. I figured, 'Why pass him and burn up my tire?' My suspension was too soft in the front and I couldn't outbrake him at the end of the back straight. Besides, I figured I couldn't get fourth anyway. I did try to pass him on the last lap, but he really hugged a tight line. I tried to get him at the start/finish line, and almost got him there. Too bad it wasn't for the win."

Rapp held onto eighth place from lap 11 to the end, ahead of a distant Tommy Hayden on the Yamaha YZF-R7. "I can't pinpoint where the problem was," said Rapp. "I know I was

losing time coming out of the Keyhole." HMC Ducati's Andy Meklau rounded out the top 10, five seconds behind Tommy Hayden and four seconds ahead of a trio of Harley-Davidsons, with Mike Smith leading Pascal Picotte and Jordan Szoke.

The only rider to crash out of the top 10 was Larry Pegram. He tucked the front in turn nine on lap 15, apparently trying to make up time in the Esses. "Everybody kept coming by me down the back straight. We've got to get the thing to accelerate off the corners," Pegram said.

Superbike Race Two

Bostrom got another great start at the beginning of the second race, leading Mladin, Hacking and Nicky Hayden at the end of the first lap. Hayden got by Hacking for third going into turn six as Mladin pulled right up on Bostrom. On lap three, Mladin went by Bostrom for the lead. On the following lap, Hayden passed Bostrom for second, again in turn six, and the top three pulled away from the field. This race wasn't going to be a Mladin runaway, however. While Bostrom fell slightly off the pace, Hayden dogged Mladin's every move. With the laps winding down, the margin was around a-10th-of-a-second as the two crossed the line each time. Still within striking distance on lap 19, Bostrom slowed and pulled into the pits on lap 20 of 26. The Kawasaki crew frantically changed his rear tire. "It didn't come apart externally, it came apart internally," said Bostrom's tuner Al Ludington. "I've never seen anything like it." Bostrom rejoined the race and eventually finished 13th.

At the front, Mladin held off Hayden until lap 24, when Hayden pulled his inside, on-the-brakes move going into turn six. On the following lap, Mladin took the lead back cruising through turn 11, but on the last lap, Hayden went by Mladin in turn one, apparently with ease.

"After Eric went out, I rode a safe race and tried to stay wide," said Mladin. "Nicky got me down the back straight on the brakes. A lap-and-a-half later I certainly wanted to still win and I dived back underneath him, and, unfortunately, just a few corners after that the old girl expired. I had to cruise around the last lap. I got past the finish line on the last lap and it wouldn't go any further, so that's why I pulled into pit lane," without a cool-off lap. Mladin described his bike as having "something terminal. I know it went to three cylinders there for a while, and on the last half-a-lap it was on a couple, and there's only a couple left after that."

Mladin's bike was smoking as he coasted into winner's circle, and the problem was a suspected dropped valve.

For Hayden (and Honda), it was a welcome first win of the year. "After yesterday I felt I would have a good shot today if I got with those guys early," said Hayden. "I got a lot better start and the first few laps I just rode a lot more aggressively. The team made a big adjustment last night to the fuel injection. Early in the week I was spinning real bad, and they slowed the thing down on the bottom a little bit so it

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wouldn't hit so hard. Then, getting on the back straightaway and out of the corners I couldn't get a run on anybody. Actually, Freddie Spencer made the suggestion to us and they made the bike accelerate harder and it definitely allowed me to pick up speed on the back straightaway and that's where I was able to pass the guys."

One of the best races on the track was between Duhamel and Roberts. The two hooked up on the very first lap, then went past Hacking on lap four to make it a battle for fourth. They nearly collided on lap six, with Roberts getting the advantage. Behind them, Chandler moved up to take sixth away from Hacking on lap 10, then proceeded to close on Roberts and Duhamel.

Chandler couldn't quite keep the pace of the other two, and soon Roberts and Duhamel were off again. When Bostrom pulled in to replace his rear tire, Roberts and Duhamel found themselves fighting for the last spot on the podium. Roberts held the advantage until the last lap, when Duhamel and Roberts swapped the advantage three times. "Coming out of the Keyhole, he slipped up a little bit," said Roberts of Duhamel. "I backed off and he took off. I went way down on the brakes in turn six, and missed the line by about two feet. I didn't get a good enough drive into turn seven and he pulled underneath me."

"Kurtis rides really hard and really fair, no problem with him at all," said Duhamel. "He wanted it really bad and so did I. I'm happy it turned out the way it did."

Duhamel held on for third, Roberts followed him across the line by 0.134-second, and Chandler was fifth.

"Those guys didn't get to do the 600," said Duhamel, referring to Hayden and Mladin. "I want to get started on my excuses early. The deciding factor for me was I wasn't able to initiate a pass on Jamie Hacking when I was right there with the leaders. By the time I got by Jamie I was riding really ragged. (I was) trying hard to try and gap them back and get back to the leading three guys, (but) I couldn't do it."

"It was a lot better today than it was yesterday," said Chandler. "We used a harder rear tire, and the thing stayed real consistent. I could run with them and catch them up, but I just couldn't make a pass. I just wanted to be close in case something happened."

Hacking didn't lose any more positions after Chandler came by him on lap 10, and when Bostrom pulled in, Hacking went from seventh to sixth, where he finished the race. "I had a little problem with confidence," said Hacking. "After the crash in the 600cc race, that kind of shot me down. Also, I was having problems with grip with the bike. The back end kept coming around on the exit of the corners."

Pegram held down eighth from the time Chandler passed him on lap six right up until lap 18, when the fight between Tommy Hayden and Rapp caught up to him. Tommy was the first by, and then came Rapp on the fol-

lowing lap. Rapp got Tommy on the following circuit, and, with four laps to go, Pegram got back by Tommy. Rapp held off the other two for seventh, with Pegram finishing eighth ahead of Tommy. Meklau won a race-long battle with Smith for 10th, with Szoke following in 11th.

Mladin's first and second-place finishes, combined with extra points for earning pole and leading the most laps in each of the races, helped pull him further ahead of Bostrom in the points chase. Bostrom's tire problem in the second race didn't help him, either, and Mladin now leads Bostrom by 44 points, 330 to 286. Chandler is a distant third with 239.

Moore's Mid-Ohio Masterpiece In Genuine Suzuki Accessories 750cc Supersport

Corona Extra EBSCO Suzuki's Jimmy Moore earned a huge boost in his Championship aspirations at Mid-Ohio, taking the pole position and extra Championship point, the holeshot, most-laps-led extra point and a solid race win on his Carry Andrew-built, Dunlop-equipped GSX-R750. But it wasn't a perfect weekend for Moore.

Moore started the Mid-Ohio event by attracting the wrath of the AMA. Unknown to Moore, he moved into the top 10 in Pro Honda Oils 600cc Supersport points at Laguna Seca. Under AMA rules, no one within the current or previous year's top 10 in 600cc Supersport points is allowed to participate in any Thursday promoter practice. Moore rode Thursday at Mid-Ohio, was caught by AMA officials, and was penalized by being forbidden to ride his GSX-R750 again until Friday afternoon, just before the 750cc Supersport class was to qualify.

"With our mistake on Thursday practicing and then having limited practice (Friday), I was just trying to play catch-up the whole time," said the class points leader Moore. The lack of practice seemed to have little effect on Moore.

Halfway through the 20-minute qualifying session on Friday, Moore had already gone fast enough to earn the pole. Moore came into the pits for a new Dunlop rear tire, the same compound tire that he would race on, then went back out and broke Tommy Hayden's two-year-old 750cc-class record of 1:31.525 with a 1:31.179. "The extra point and knowing that we can do the fast laps is going to really help. We've really had very, very few laps on the 750, and I'm really happy with this," said the pole-sitter after qualifying.

Laguna Seca winner Chris Ulrich stayed out on the track on his Metzeler race tires for the entire qualifying session and recorded the second-fastest time of 1:31.825 on his last lap. Second in points, Attack Suzuki's Richie Alexander came back from a crash in practice to record the third-fastest time of 1:31.945. Team Valvoline EMGO Suzuki's 17-year-old Ben Spies took the last spot on the front row at Mid-Ohio, exactly where he began his AMA professional racing career one year ago.

Moore took the lead into turn one at the start of the 16-lap race followed by Spies, Alexander, Vesrah's Daigoro Suzuki and Ulrich while Keystone Learning Systems' Eric Wood was on pit lane unpinching a fuel line that

was incorrectly re-installed after a crash in practice Saturday morning. Wood started the race dead last and retired before its completion.

Moore and Spies immediately started to pull away from Alexander and were handed a bigger lead when third-place Alexander lowsided in turn seven, the uphill left-hand turn most known for riders dragging their elbows on the inside curbing. Alexander tried to continue but his bike had lost its left rearset and was leaking oil.

Suzuki was following Alexander closely and had to check up. Ulrich had just enough room and momentum to avoid Alexander and pass Suzuki on the inside, going from fifth to third in one corner. The front pair had a full two-second lead on Ulrich, but just as he had done at Road America, Ulrich began to reel in Spies and Moore.

On lap three, Moore began to put daylight between himself and young Spies. On the next lap, Moore went faster than his qualifying time with a 1:31.04 and pulled away from Spies for good. "The Dunlop just works really good here," said Moore later. "It's not normal for the soft (501 compound) to work at most places but it worked great here." Dunlop-sponsored teams mainly use the 501-compound rear DOT-labeled rear tire for qualifying only, but Moore felt that the soft race tire was a big factor in winning the race.

Meanwhile, Roadracingworld.com's Ulrich had caught Spies with low 1:31 laps of his own. Riding on "Blue" front and "Green" rear Metzeler Rennsport tires, Ulrich didn't waste any time in getting by Spies. Spies was struggling with a set-up problem, and Ulrich took advantage, passing his pseudo-team-mate on the brakes at the end of the back straight before looking ahead to Moore. Ulrich put a couple of dents in Moore's lead but never made serious progress and decided to take second place to back up his first win at Laguna Seca.

"I thought I could catch Jimmy for a while there, then we started getting into traffic," said the 21-year-old Ulrich, who is Racing Editor of *Roadracing World*. "The gap was staying the same, gaining, staying the same, you know. I mean for a few laps, I would come around off the back straight and he would be in the same exact spot every lap. Then we started getting into traffic and he got a little more of a break and I had five seconds on Ben with like five (laps) to go."

Japanese Motorcyclist Magazine contributor Suzuki slipped backwards and found himself battling over fourth place with Ricci Motorsports' Anthony Lupo, Moore's teammate Vincent Haskovec, Covered Bridge Racing's Rich Conicelli, and Bruce Transportation Group's Josh Hayes riding his Honda CBR600F4i.

Haskovec passed Lupo on the brakes into turn six and then took control of fourth with the same move on Suzuki on lap seven. Lupo, riding a conservative race, faded backwards while Conicelli and Hayes began to charge. Over several entertaining laps of action, Conicelli and Hayes passed Suzuki and then Haskovec. Just as Conicelli took a tenth-of-a-second out of the gap to third-place Spies, Con-

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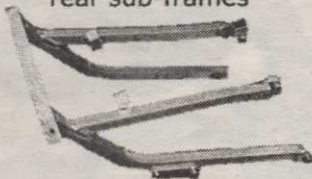


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AMA Mid-Ohio

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icelli lowsided unhurt in turn seven. Hayes inherited Conicelli's spot and finished fourth ahead of Haskovec, Suzuki in sixth, Lupo, eighth-place Alan Schmidt, Paramount Racing's Travis King and series regular Tony "The Tiger" Meiring, who was on his back-up bike after wrecking his good bike in practice.

With four rounds of the series remaining, Moore's win combined with Alexander's DNF give Moore a 43-point lead in the Championship.

Jimmy Moore is sponsored by EBSCO Media, Corona Extra, Suzuki, MTS, Leo Vinci, Dunlop, Suzuki Genuine Accessories, Maxima, Motion Pro, LE, GP Tech, Autocom, Elf, Braking, Fastdates.com, Mikuni, IRP, Ohlins, Sharkskin, Arai, Vanson, Tyr-sox, Sidi, PDI, Regina, Goodridge, Zero Gravity, Daytona, Held and MotorcycleUSA.com.

Duhamel's 10th Anniversary Of Winning In Pro Honda Oils 600cc Supersport

Honda's Miguel Duhamel has been winning 600cc Supersport races for 10 years. His first win came at Mid-Ohio 10 years ago, and this year he celebrated the date than by posting another win. With this latest win, Duhamel has 39 career victories, five of them earned at Mid-Ohio.

Tommy Hayden finished second on a Yamaha YZF-R6, after setting pole by breaking his own track record with a lap at 1:30.419. Current points leader Eric Bostrom was third in the race on his Kawasaki.

Yoshimura's Jamie Hacking got the killer start at the beginning of the race, led the first lap, then slid out uninjured on the second lap. Behind him there was a six-bike train consisting of Duhamel, Yamaha's Anthony Gobert, Bostrom, Hayden, John Hopkins on the Valvoline EMGO Suzuki, and current Champion Kurtis Roberts on his Erion Honda.

Even though his wrist has not yet completely healed from a crash at Loudon, Gobert took the lead from Duhamel on lap three. Duhamel had second until lap six, when he went off the inside of the kink to avoid hitting Gobert, kicking up a cloud of dust and almost losing the front when he came back on track. "I said 'I'm going to go on the inside,'" said Duhamel. "I felt if I took the lead I could go fast enough where he couldn't get back by me. He was always protecting the inside so I knew I had to time it right to be on the inside. I went for it and, boom, it's dirt again at Mid-Ohio. I think we proved today that there is no traction in the dirt." By the time Duhamel got back on track, Hopkins and Hayden had come by and Duhamel found himself in front of Roberts and Bostrom. Hayden took second place away from Hopkins in turn two, just as Roberts was coming up through the field.

In the Keyhole on lap nine, Roberts came up the inside of Hopkins, and they collided, both barely saving themselves from crashing as other riders streamed past. As can be expected, Roberts and Hopkins had different views of the incident which saw Roberts

hit Hopkins' tailsection, although the TV slow-motion replay favored Hopkins' explanation.

"He had cut me off a lot before then," said Roberts. "He went wide in the Keyhole and I was on the normal racing line." Hopkins said it was due to an "Idiot rider being pretty stupid. In that big of a pack, riding that hard, the 600cc class is dangerous enough without someone trying to ram you every two seconds. He hit me four times total, and not soft, little bumps, either. He's one of the most dangerous riders in the whole paddock."

At the front, Duhamel outbraked Gobert to take the lead in turn six on lap 12. Duhamel would never be headed in the less-than-four-laps that remained. Gobert seemed to have a lock on second, but suddenly, on the last lap, he was back in fifth. "I went outside a lapped rider in turn one, he got on the gas at the exit and ran me up on the rumble strip. After five laps, my wrist was killing me. I was surprised I lead so many laps; I thought I could win this thing," said Gobert.

When Gobert got forced wide, Hayden, Bostrom and Roberts all got by. They would follow Duhamel across the line in that order, with Duhamel taking the win over Hayden by 0.744-seconds. Bostrom was nearly a second behind Hayden at the line, with Roberts another four-tenths behind Bostrom. Gobert was fifth, ahead of Bruce Transportation Group's Josh Hayes. Hopkins, who ran off the track in turn six on lap 10 while trying to catch back up to the leaders, recovered to finish a gaining seventh.

"It was pretty hairy," said Bostrom about the close race. Bostrom said he might have finished closer to the front, but, "We had this really bad skip-chatter on the rear end, so I had no entry grip on the rear and no exit grip especially. If you give this much in a 600cc race you're going to be passed by eight guys, and that's what happened. We definitely got a gimme to get up here on the podium," when Gobert was run wide.

"I got a terrible start," said Hayden. "I knew coming into the race I'd be able to run the pace, but in 600cc races, a lot of times, that doesn't give you the win. There was a lot of passing and everybody was pretty aggressive, but there was nothing I didn't really expect. I could never make a pass stick on Anthony, it seems I followed him the whole race. I got by him a couple of times, but he came right back past."

"For some reason, we got away from our set-up after Sears Point a bit," said Duhamel. "I think we tried to get a little too creative and that really cost us a lot. We looked at the notes and went back to the Sears Point set-up and did some little modifying to that."

Bostrom's third versus Gobert's fifth increased Bostrom's lead in the points to 192. Gobert maintained second with 168, but Duhamel's win moved him to within one point of Gobert.

Filice Beats Oliver In Close MBNA 250cc Grand Prix Race

Corbin Yamaha's Jimmy Filice took a victory to be proud of in one of the best AMA 250cc Grand Prix races in recent memory, extending his Cham-

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pionship points lead in the process. Team Oliver Yamaha's Rich Oliver came back from a crash in Sunday-morning practice to lead the race but couldn't hang with Filice late in the sprint. Reigning 250cc Grand Prix Champion Chuck Sorensen, on a GP Tech Yamaha, battled with Filice and Oliver for all 16 laps before settling for the final spot on the podium.

The weekend didn't start as well as it ended for Filice, who hit the ground twice in Thursday's promoter practice, once while stretching old tires and a second time when he backshifted too many times going into the carousel. When he couldn't remember the second crash due to a crash-induced concussion, Filice decided to go back to his normal method of easing into a race weekend. Filice was seventh-fastest in Friday morning practice but came around to win his heat race Saturday in a line call over PJ1/Tech Star/Team Turfrey's Michael Hannas. Sun Sports' Perry Melneciuc and Randy Renfrow followed Filice and Hannas to the line.

Oliver grabbed pole position by winning the faster of the two, five-lap heat races Saturday and did so in record time. Oliver completed the five-lap heat in a total of seven minutes, 41.167 seconds, beating his own heat race record from 1997 by over three seconds. Sorensen kept Oliver honest from only a dozen bikelengths behind at the line followed by Pro-Pac's Derek MacKelvie King and Fabweld's Greg Esser. King, who had just returned from a crash injury, would not make the starting grid at Mid-Ohio after suffering another crash and injury in Sunday morning's warm-up practice. King wouldn't be the only rider to visit the track medical center Sunday morning, though.

Shortly after recording the fourth-fastest time in Sunday morning practice, Oliver high-sided in the Keyhole and suffered lacerations to his ankle caused by protruding surgical screws tearing Oliver's skin from the inside. "We had a similar situation as what we had at Loudon where we fell in our own water," said Oliver before describing how an O-ring failure had pressurized his TZ250's cooling system, filling the overflow, and then the belly pan, with water. Oliver got stitched back together in time to make the race.

Filice and Oliver drove off the line side-by-side with Filice taking the point going into turn one followed by Hannas, Melneciuc, Sorensen and Renfrow. Sorensen passed Melneciuc on the brakes for turn six while it appeared that Oliver was actually holding up Hannas. Hannas didn't make a move on Oliver which allowed Sorensen to dive up underneath the young rider into turn 11. Hannas and Sorensen would exchange positions many times in the opening laps. Meanwhile, Oliver looked to be gaining speed and confidence on his repaired machine.

On lap four, Oliver took the lead from Filice on the brakes at the end of the back straight just before Hannas lowsided out of third in turn seven over a pavement seam. Hannas quickly remounted his TZ250, dropping to seventh.

Sorensen used the same move that worked on Hannas in turn 11 to take

.....
continued on page 78

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AMA Mid-Ohio

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second from Filice on lap six as Oliver continued to lead the tight group of three. Sorensen held second for three laps until Filice decided that he had done enough homework on Sorensen and it was time to move up. Filice took second from Sorensen going into the turn two chicane on lap nine, then started looking for a way past Oliver.

"I caught his draft," Filice told reporters after the race. "There was a lapped guy in front of us. So it sucked both of us in there, and it gave me a little extra boost I think to get that drive on him to be able to do that. I don't know if I would have been able to have done that or not. He was pretty strong down the back straightaway. So when I did that I knew that it was like my last chance to get away and push. Once I got by him, I just put my head down and tried to put some clean laps in and get through the traffic smart and pace myself."

Filice said that he took advantage of his strength in the tighter, back section of Mid-Ohio to pull away from Oliver who had a near-highside moment of his own that didn't help his cause. Oliver ended up spending the last few laps holding off Sorensen rather than chasing Filice. "I just didn't have a good bike underneath me as far as my front end grip was a little bit bad, and I had some near crashes and stuff," admitted Oliver. "I had to back off a little bit and just run a 1:31.5-32.0 pace, (that) was about all I was good for. When I've got my day, I've got my day and there's no taking it away from me. Today, Jimmy had the better set-up." After pointing out that he turned 1:29s in 1997 at Mid-Ohio compared to Filice's best lap of 1:31.0 in the race, Oliver added that soreness from his morning crash may have played a factor in his race.

Melneciuc stayed with the lead pack for the first half of the race before slowly fading back to a lonely fourth-place finish. Renfrow, who admitted to being out of shape, and Blackmans Cycles' Michael Himmelsbach battled over fifth for the second half of the final. Riding an Aprilia RSR250, Himmelsbach ran down Renfrow, who held Himmelsbach off with the top speed of his 1998 TSR-Honda RS250. Then on lap 15 of 16, Hannas appeared at Himmelsbach's back door and out-braked Himmelsbach in turn six. Hannas, who had made up over seven seconds to take sixth, then made an aggressive move to pass Renfrow on the inside of the carousel to steal fifth. It was "definitely a clean but close" overtaking according to Renfrow. But, Hannas said, "It wasn't a Kurtis Roberts move."

Jimmy Filice is sponsored by Corbin, Yamaha, Dunlop, World Sports, Swedetechnic Racing Engines, Red Line Oil, Mike Vail Enterprises, Motion Pro, Scuderia West, Fox, EBC, Aim Sports-Drack, Z Gallerie, Tiger Angel, Arai, Alpinestars, Hap Jones, Nutec, Zero Gravity, roadracingworld.com and DID.

Kipp Comes Home Victorious In Lockhart-Phillips USA Formula Xtreme

In his fourth race as a fill-in rider for injured Jason Pridmore, Attack Suzuki's Tom Kipp won the Formula

Xtreme race on a Dunlop-equipped GSX-R1000 at his home track of Mid-Ohio, on a hot, humid day. Riding injured himself, with a broken left foot suffered in a highside two weeks earlier at Laguna Seca, worked hard to win the 16-lap race by 1.922 seconds.

Finishing second on a Michelin-shod GSX-R1000 was Team Valvoline EMGO Suzuki's 18-year-old John Hopkins. Hopkins chased Graves Motorsports Yamaha's Damon Buckmaster for almost a dozen laps before displacing the series leader and pulling four Championship points closer in the standings. Buckmaster did the math in his head during the race and settled for third on his Dunlop-equipped Yamaha YZF-R1/R7 hybrid.

Kipp was at or near the top of every practice time sheet despite riding with a fracture in the bone at the base of his left big toe, right where a shifter normally contacts. Kipp was able to manage the pain of his injury and the power of his big Suzuki around Mid-Ohio's technical 2.4-mile layout. One thing that helped Kipp was not riding his GSX-R600 in 600cc Super-sport action during the weekend, figuring that the Formula Xtreme class was more important to the team. The plan paid off early when Kipp stunned the field with a record-setting qualifying effort.

With about seven minutes remaining in Friday's Formula Xtreme qualifying session, Kipp ripped off a 1:28.061 on a Dunlop qualifying tire. Kipp's time was nearly 1.7 seconds faster than Nicky Hayden's 1999 lap record of 1:29.710. "What can I say? The Dunlop tires and the Suzuki are working great," smiled Kipp afterwards. "We're pretty pleased obviously with the way things are going at the moment. As of yesterday, we weren't even sure if I was going to be able to ride the bike." Kipp had an opportunity to better his time with a World Superbike-spec qualifier left over from the Laguna Seca event but ran out of gas on track before getting in a flier on the different tire.

Bruce Transportation Group's Josh Hayes recorded the second-fastest qualifying time at 1:29.149 on his Honda CBR929RR with a Dunlop qualifier. Hayes was under the old FX lap record as was third-fastest Buckmaster with a 1:29.285. Hopkins completed the front row with a 1:29.832 on Michelin race tires. Hayes' 18-year-old teammate Roger Lee Hayden, Buckmaster's teammate and countryman Aaron Gobert, Grant Lopez on the second Valvoline EMGO Suzuki, and Erion Honda's Jake Zemke rounded out row two of the grid.

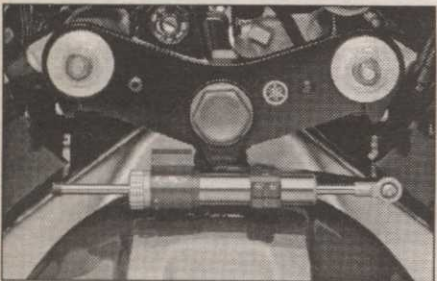
Hopkins got his usual great start from the outside pole and led Kipp, Zemke from row two, and Buckmaster into turn one while Hayes slipped backwards. Hopkins taking the lead was the last thing that Kipp wanted, as he explained afterwards, "I really wanted to get by John bad. His bike's really fast, and I couldn't draft by him. So I was a little concerned when he jumped out in front. I knew that I had to do something pretty quick." Kipp got a small gift when Hopkins was somewhat tentative the first time through the esses. Kipp snuck underneath young Hopkins into turn eight and set sail.

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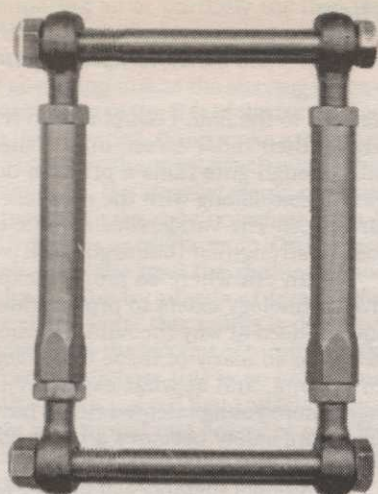
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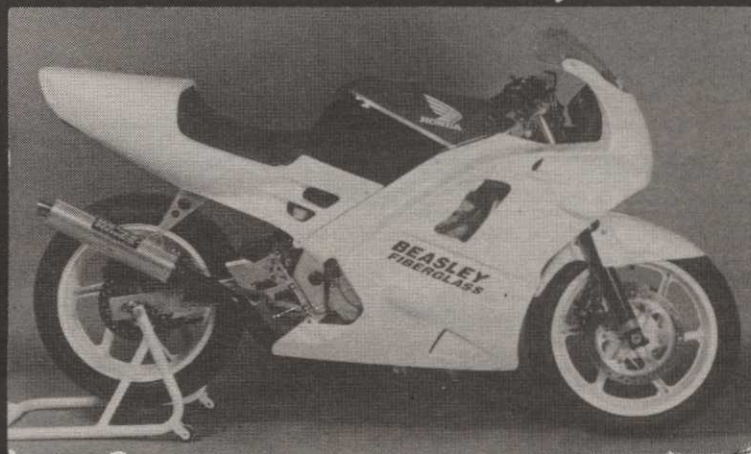
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Letters

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concern to the AMA I doubt it even registers on their radar screen until someone with enough guts rams a problem down their throat (along with the solution, i.e. Air Fence). The Vanderslice episode only goes to strengthen that argument.

In an era where so much inexpensive technology exists to protect riders I am confused as to why the AMA has chosen to ignore so many of these technologies for so long, and at what expense? How many more young talented riders have to die before safety becomes a real priority at the AMA?

Additional instances of factory team favoritism (also reported by *Roadracing World*) trouble me deeply and make me wonder what if any future our sport has in the hands of the AMA?

You have advocated "Taking Back the AMA" and it is a noble idea, but, in light of their absolute unwillingness to adopt safety practices and procedures can we really expect the bureaucrats at the AMA to change?

Perhaps it is time for everyone involved to say collectively to the AMA, "hey, it was great and thanks for helping to develop the sport, but you have stopped listening to the riders and the teams, and you have proven that the egos of bureaucrats are more important than the participants, so we are going to form our own, new governing body and you can rightly piss off."

FIM, Dorna, SBK, etc. are all examples of organizations set up to govern the sport of motorcycle road racing and they seem to be doing just fine. The AMA is just too drawn out and too fractured to effectively govern events as unique as road racing has become. With helmet laws, two-stroke engine legislation, health care issues, etc., all pulling resources away from our sport who can blame them...racing is just a small part of their huge responsibility to the membership. It's a lot like Washington at this point. The bureaucrats are the ones running things and they are so entrenched in "the way they do things" that change is not just unlikely, it's near impossible. So why bother...taking back the AMA may result in a change in leadership, but the same idiots running things behind the scenes will still be there screwing things up.

Isn't it time we as riders, racers, sponsors, teams and factories take our own sport back and relegate the AMA to the relic warehouse where it belongs?

Jonathan Flack
New York, New York

Bodysteering/Countersteering

I'm writing in response to Keith Code's

article on bodysteering/countersteering (*Roadracing World*, June 2001). I believe in countersteering. But I believe the tests put forward with the "No BS" bike are incomplete. It seems to me that the steering head should not be able to move freely while you are using the solid-mounted bars. I'd like to know if there is any difference in the outcome if the front wheel is locked in a straight path when you attempt to bodysteer.

Even slight countersteer can change the bike's trajectory. Mr. Code points out that he believes people are actually countersteering and don't realize it. Maybe the free left-to-right movement of the front wheel on the "No BS" bike could adversely affect the bike's ability to be body-steered even though the movement may not be noticed.

I'm not suggesting that this experiment would change the results. I'm just interested if it might.

Alan Bull
Valdosta, Georgia

More Bodysteering/Countersteering

I've never written a "Dear John" letter before and I don't think I'll start now either. Opps (sic), too late.

I just want to say, duh, it's the gyro. Anybody who has played with a gyro in grammar school would know why countersteering works. To try to justify countersteering in an article that ignores this fact is just plain motorcycle journalism.

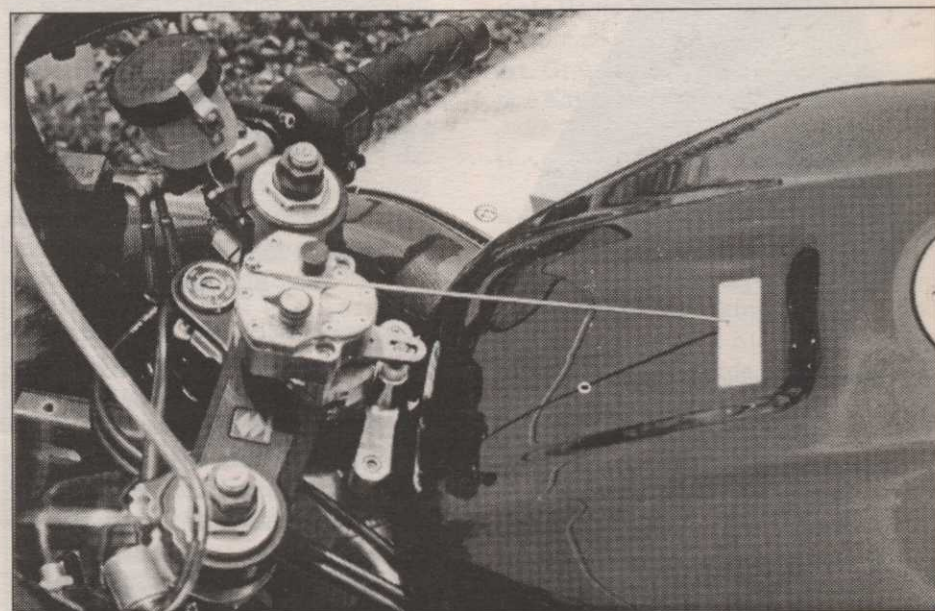
Opps (sic), I did it again! After all, it is a motorcycle magazine. What was I thinking?

Jim Huffman
San Jose, California

Another Opinion On Countersteering

The answer to that important question is "to steer" meaning when you are in the middle of a left turn, the forks of the motorcycle are being steered to the left. The opposite is true on a right turn. Now, before you go calling me names, please consider the rest of this letter.

I was puzzled by the article I read in the June issue of *Roadracing World* because as much as I agree with several important points, I respectfully disagree with one of the most important ones which is whether the bikes turn by countersteering or not. I agree 100 percent with your conclusions that a motorcycle cannot be steered with inputs like pressure to the inside peg or any other type of manhandling the bike. As you clearly demonstrated on your test bike, in which you attached fixed handlebars to somewhere on the frame of the bike. While I'm at it, I can tell you that it doesn't cease to amaze me that professional motorcycle racers do not "get it" when they assure us about the benefits of body steering. This letter is not intended to be arrogant, but rather



Jose Magallanes' GSX-R750, outfitted with a pointer to indicate which way the bars are turned in the middle of a corner. Photo by Jose Magallanes.

informative based on my findings, 40 years of riding motorcycles, regular knowledge of physics, and a little bit of common sense. I only hope to convince you and once and for all set the record straight.

Let me begin by saying that while the most orthodox way to turn motorcycle is by rotating the handlebars, there are other means of changing the direction of travel on a two-wheel vehicle in which one wheel is in line behind the other as in motorcycles, bicycles, etc. There are other means of steering a motorcycle. One of them, of course, as I said before, not being body shifting. We all know that proficient riders can change the line in the middle of a turn by sliding the rear tire, which, intentionally or not, will cause the bike to steer wide.

Another means of steering, however gradual that may be, is by aerodynamics. A rider sticking his knee out on the right-hand side and ultimately sticking his whole body creates a drag produced by the relative wind (relative wind means the wind we feel at speed). This drag, which is being felt only on one side of the bike, pulls the bike somewhat to the same side the rider is hanging off on. This might explain why your rider experienced a very slight turn on your test bike on that huge paddock area that was mentioned in your article.

In the process of making a motorcycle turn two things need to happen. Number one, in a left turn the bike needs to lean to the left side. To accomplish that (and I agree with you on this), first you need to push your left handlebar, pull the right one, or a combination of both. By doing this, we take the bike off balance and the bike starts leaning to the left to the desired angle. Immediately upon reaching that angle, we then steer the bike to the left first to keep it from falling and second to ride the line that we want. We continue to do imperceptible adjustments until we decide to come out of the turn which is when we pull the left handlebar, push the right one or a combination of both. It is gravity against centrifugal force. This would make the bike stand up, and as the bike stands up we make the necessary correction to make it go straight.

If, in the middle of a turn, you decide to countersteer, the only result is the bike would lean even farther and depending on the angle of lean you started you are going to be scratching your leathers and start thinking of how much it's going to cost to replace your fiberglass (plastic). In other words, you will lowside.

Making a turn on a motorcycle at any speed is a fine combination of inputs which comes natural to us since we've done it for so long. To prove my theory, and before you discount it, I suggest you do what I did.

I own a Suzuki GSX-R750 2001 which I raced with CCS in Daytona at the end of February. This motorcycle has a Scotts steering damper mounted on the top of the steering column. I attached a metal needle (rod) 9 1/2 inches long to one of the top allen bolts on the damper with the needle facing straight back over the gas tank. I then did some road tests. I took note and adjusted the needle to the letter "I" on the word "premium" on the gasoline label on top of the gas tank when the bike was going in a straight line at 60 mph. When I got to the winding parts of the road, I checked that needle every time I was in a turn (right or left) at different speeds. Invariably, the needle would be pointing to the right of that letter or to the left according to where the bike was turning. Of course, since the needle was pointing backwards, it would point to the right when I was in a left turn and vice versa in the right-hand turn. It took me all this testing before I wrote this letter because, while I agree with you most of the time, and every day I enjoy learning from your magazine, I decided to offer my findings for your consideration.

Riders think that they are body steering by shifting their body only because the bike leans to the side of the turn somewhat

eliminating all or partially the first step which is the countersteering in order to lean the bike, but believe me, a bike does not go around unless the steering is somewhat turning to the side of the turn. I'll ask you this question, if you make a right turn on a corner in the street which is very short radius turn, the steering would obviously be turning to the right anywhere from 10 to 15 degrees or maybe more. On the race-track or on the road the radius of those turns can be hundreds of feet long or even more. Since this radius is directly in proportion to the amount of turning needed on the handlebars this is so imperceptible that this metal rod that I attached sometimes only moved one degree or even less from the dead center when negotiating that particular turn.

I know this might seem like a long letter but that is about as short as I could make it in order to explain my findings.

Jose Magallanes
CCS #72
Naples, Florida

Non-racer Wants Mladin To Prove Him Wrong

I commend all road racers for their talent and heart, but Mr. Suzuki Mat Mladin burns me up. I might be wrong but I thought that the Superbike Championship was important for manufacturers but the 600cc Supersport class is their top priority. Let's face it, they sell more 600s than Superbikes anyway, right? So why is it that Mr. Mladin can't race a GSX-R600 just like everyone else? Of course he can go full bore on his Superbike because that's all he rides. If my memory serves me correctly, he tried riding a 600 a few years ago and wasn't competitive on a machine that requires more skill than horsepower in a class which the bikes are so evenly matched. We all saw at the Loudon Superbike race how great Eric Bostrom raced when he didn't have to race his 600 Kawi right before the Superbike race. He along with Aaron Yates, Jamie Hacking, Anthony Gobert and 99 percent of the field all give their all in every 600 SS race as well as Superbike races and to me this shows true grit and all-around riding skill. Mr. Mladin needs to get off his high horse and apply some of his arrogance on a GSX-R600 in a 600 SS race and prove me wrong.

I'm not a road racer, (not on a race-track at least), but I do love to have the most trick equipment that money can buy, on my sportbikes.

So I'm (also) requesting a shootout with the best race exhaust systems that my girlfriend's money can buy. I want to see which is the best system for the RC51, CBR929RR GSX-R1000, F4I, R1, ZX12, 996 and Mille R. This test would make many hardcore sportbike fans drool because this may take

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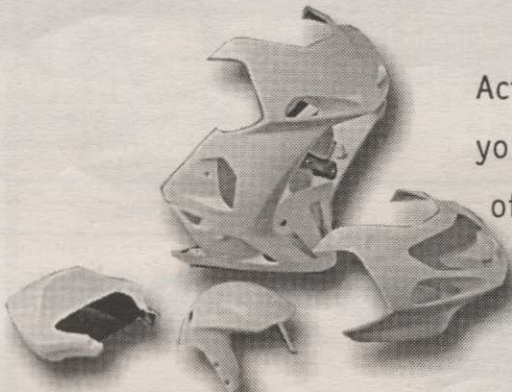


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Letters

continued from page 8

some of the guesswork out of purchasing the right exhaust for each particular machine. If you don't believe me, then take a poll on your website and you'll see just how bad we all want this.

Carl Adams

Trenton, New Jersey

Motorcycle manufacturers competing in the AMA Series spend far more on Superbike than they do on 600cc Supersport, which tells you something about their relative priorities. What Mladin rides is between him and the race team he is contracted to, and it's hard to argue with his results so far. As for the pipe test, we'll get right on it....John Ulrich, Editor.

What The Heck Is Up With Four-stroke Grand Prix?

I'm a long-time subscriber, eight years or more. I think enough of your magazine that I bought a gift subscription for my brother in Pennsylvania, who has likewise become a subscriber. Yours is the only publication I subscribe to, because it provides real information, and well-founded opinion. You employ some wonderful writers, notably Sam Fleming, who entertain as well as inform. Though I don't always agree with your every stance, I respect you for having strong convictions, for not being afraid to voice them, and for action on them, as in the case of the Air Fence Fund. Enough obligatory ass-kissing! On to the real purpose of this letter.

I write this not expecting a reply, and certainly not because I wish to see my name in print. I just wanted to appeal to you to explore in detail the issue of the upcoming changeover to four strokes in the 500cc GPs, I feel confused and uninformed about exactly what I am to expect in the 2002 season, because no one has examined the upcoming change in any depth. Though some features, like the recent Burgess/Willing interviews (*Roadracing World*, June 2001), give some hint as to what the effect of the changes in the GP formula will bring, I have yet to see anywhere in print a definitive prediction as to what the GP fan can expect to see in 2002. Granted, that's why they race, to determine which rider/machine combination is superior, but I can't believe that the legions of engineers, testers, and R&D people employed by the major manufacturers are devoting substantial resources to the development of entirely new racebikes without any expectation of how they will fare. We the fans remain in the dark about what those expectations are, and what this racing will look like. Some questions I still have, despite reading every piece of information I could find on the subject:

The majors are making a huge development effort, expecting to put four-strokes on the track that are competitive. Will they be?

What advantage will a (rumored) 220+ horsepower four-stroke have over a 190-horsepower two-stroke, if any?

Is it possible that second-tier riders on last year's 500s will be winning races, while the factory riders struggle on the new bikes?

Is two-stroke 500cc development over for the major factories? Will they field 2002 two-strokes via satellite teams, or is 2001 the last year of production for factory 500s?

Are Rossi, Biaggi, et. al. going to be four-stroke mounted and stay that way, or do the factories have an alternate plan at the ready, if the four-strokes are unable to win immediately?

I've heard it suggested that factory teams may have both bikes available, running the four-strokes at "four-stroke tracks" and two-strokes at tracks more suited to their power characteristics. Is this just conjecture?

Much has been made of the weight dif-

ferential, and that four-strokes, with more weight and power, will be harder on tires. Are the major tire manufacturers still developing tires for both powerplants?

The existing 500s already have an abundance of power, are capable of wheel-spin practically anywhere, at nearly any speed. We hear time and time again that it's tractability and throttle control that are most important, as the existing bikes have more than enough maximum horsepower. That being the case, how can a heavier, more powerful bike have an advantage and if it does, will it be because of a more manageable power curve only?

What can I expect to see on a given lap, or over the span of an entire race, with hypothetically equal riders, one on a four-stroke, one on a two-stroke? Who will have an advantage, and where? What will the nature of this two-stroke vs. four-stroke racing be? What will it look like?

Is there/has there been an exchange of intellectual/development information going on between, say, the Honda four-stroke GP development team and the Honda four-stroke Superbike effort, or is the four-stroke GP development occurring without collaboration with the Honda Superbike group?

From a racer's point of view, what will the effect be on the riders of the GP series? Will the combination of the different characteristics of two-stroke vs. four-stroke bikes on the same track make for a more dangerous racing situation for the riders?

I recently read an interview with Garry McCoy, where he admitted he wasn't happy about the change, that he considered himself a "two-stroke rider." On or off the record, how do the present 500 riders feel about the change. Especially those riders (Biaggi, Barros, Capirossi, etc.) that have been exclusively riding two-strokes for years?

Despite paying careful attention to all news associated with the changes to come in the 2002 GP season, I'm still very much in the dark. Without a mole inside HRC, it's unlikely we'll know a whole lot until the racing actually begins. However, I'd like to know more, have access to more information about this, even if all that's available at this point is informed speculation. I'd love to see a roundtable discussion/interview with a variety of tuners and engineers who have expect to see. Hope you'll give this some thought. Inquiring minds want to know!

Feel free to duplicate this letter in whole or in part.

Scott Jones

Huntington Beach, California

Good questions all, but unfortunately you have pretty much answered your own questions with your statement, "Without a mole inside HRC, it's unlikely we'll know a whole lot until the racing actually begins."...John Ulrich, Editor.

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Meanwhile, Buckmaster had powered past Zemke on the back straight to move into third.

While Kipp turned the fastest lap of the race (1:29.345) on lap two to establish a lead, Buckmaster charged forward to displace Hopkins from second on the brakes for turn six with Zemke staying close in fourth. A similar battle for fifth had developed with Gobert leading Hayden, Hayes, Lopez and Miller, but Miller's season of bad luck would continue on lap five. The engine in Miller's CBR929RR blew as he crested turn nine, resulting in a turn-10 crash. Miller's bike caught fire but the flames were quickly extinguished by the cornerworking crew.

Meanwhile back at the front, Kipp had extended his advantage to 2.7 seconds over Buckmaster and Hopkins with a string of 1:29 laps, but the Ohio native was concerned with his rear Dunlop. "I started to conserve the tire. I ran the same 747 (rear tire) as Eric (Bostrom, who had a tire problem during the Superbike race that immediately preceded the Formula Xtreme final on Sunday afternoon). I was concerned about the tire going off, but I went into too much of a conservation mode because these guys jumped all over me."

Within four laps, Kipp's lead was gone and Buckmaster was breathing down his neck. Kipp later told reporters, "It really had me worried there for a few laps. I mean they were right there." Kipp's response was to turn it up again, dip into the 1:29s again through lapped traffic, and pull away to his first career Formula Xtreme win and his first AMA win of any kind at his home track since 1994.

When Buckmaster caught Kipp, Hopkins had come with him. Buckmaster remembered, "I thought I could run with Tom there, but he got a good run through the esses and I started making a couple of mistakes toward the end and John ultimately caught me." Hopkins, fresh from testing a Red Bull Yamaha YZR500 Grand Prix bike in the Czech Republic, got a good drive onto the back straight on lap 14 of 16 and passed Buckmaster on the brakes for turn six to move into second.

"I just kept myself consistent, said Hopkins. "I was hoping that if I kept doing the same lap times that I'd catch back up to Damon. Sure enough, we did. I found I was a little stronger on the brakes coming off the back straightaway. So that's where I decided to make the pass with two laps to go.

"It was good. I didn't have anybody run into the back of me this race in every corner," said Hopkins, in reference to the ramming that he had taken from Kurtis Roberts during the 600cc Supersport race earlier in the day.

"When Hopkins got by me," said Buckmaster. "I thought I'd have a look to see if we could make another move like we did at Laguna. But he was riding well and so was I. So, I figured I'd take a third and hold on to the points lead. It's almost to the point where we have to do the math, with just four races remaining." Buckmaster's discretion netted him a 22-point lead.

Zemke slowly lost touch with Hop-

kins and Buckmaster to finish fourth. Mid-Ohio first-timer Gobert scored a fifth-place finish despite an early-race mistake in the esses that cost him two positions to Hayden and Hayes. It didn't take Gobert long to get back around Hayden, but it took several laps of studying Hayes before Gobert passed Hayes down the back straight. Hayes, who had crashed twice in practice, held on to sixth, and said he had been feeling "under the weather" all weekend. Hayden was not happy with seventh after finishing on the podium at the last round. Lopez was less-than-pleased with a disappointing eighth on a track that he had won on before in 750cc Supersport competition. Paramount Racing's Joseph Temperato finished ninth on a Michelin-equipped GSX-R1000 securely ahead of Fasttrax's Douglas Duane on another GSX-R1000.

During the post-race press conference, Kipp stressed, "My crew has been really giving me everything they've got. Everything I've asked for they've done it and then some. I can't express that gratitude enough. Richard Stanboli, the team owner, Carl my suspension guy, Craig, Jakob, and all those guys; this win is really their win because I couldn't have done it without them."

Tom Kipp is sponsored by Attack Racing, American Suzuki, Dunlop, Yoshimura, Star School, Ohlins, Maxima, Dynojet, Sharkskin, EK Chains, JE Pistons, NGK, Sign Pros, Barnett, Chad's Paint And Polish, Nology and Nutec.

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RESULTS

CHEVY TRUCKS SUPERBIKE RACE ONE (July 21): 1. Mat Mladin (Suz GSX-R750); 2. Eric Bostrom (Kaw ZX-7R); 3. Nicky Hayden (Hon RC51); 4. Jamie Hacking (Suz GSX-R750); 5. Kurtis Roberts (Hon RC51); 6. Miguel Duhamel (Hon RC51); 7. Doug Chandler (Kaw ZX-7R); 8. Steve Rapp (Duc 996); 9. Tommy Hayden (Yam YZF-R7); 10. Andreas Meklau (Duc 996); 11. Mike Smith (H-D VR1000); 12. Pascal Picotte (H-D VR1000); 13. Jordan Szoke (H-D VR1000); 14. Eric Wood (Suz GSX-R750), 25 laps; 15. Rich Conicelli (Suz GSX-R750), 25 laps; 16. Andy Deatherage (Suz GSX-R750), 25 laps; 17. Tony Meiring (Suz GSX-R750), 25 laps; 18. Anthony Lupo (Suz GSX-R750), 25 laps; 19. Douglas Duane (Suz GSX-R750), 25 laps; 20. Scott Hermersmann (Suz GSX-R750), 24 laps; 21. Greg Fryer (Yam YZF-R7), 24 laps; 22. Mauro Cereda (Suz GSX-R750), 24 laps; 23. Chuck Allen (Suz GSX-R750), 24 laps; 24. Scotty Van Scoik (Suz GSX-R750), 24 laps; 25. Alan Schmidt (Suz GSX-R750), 24 laps; 26. Todd Snyder (Suz GSX-R750), 24 laps; 27. Brett Ray (Suz GSX-R750), 24 laps; 28. Rick Narup (Suz GSX-R750), 24 laps; 29. Scott Carpenter (Suz GSX-R750), 24 laps; 30. Larry Pegram (Duc 996), 14 laps; 31. Dean Mizdal (Suz GSX-R750), 14 laps. Race Distance, 26 laps, 62.40 miles; Race Time, 38 minutes, 23.131 seconds; Race Average Speed, 101.288 mph; Victory Margin, 1.864 seconds; Winner's Average Lap Time, 1:25.301.

CHEVY TRUCKS SUPERBIKE RACE TWO (July 22): 1. N. Hayden; 2. Mladin; 3. Duhamel; 4. Roberts; 5. Chandler; 6. Hacking; 7. Rapp; 8. Pegram; 9. T. Hayden; 10. Meklau; 11. Smith; 12. Szoke; 13. Bostrom; 14. Deatherage, 25 laps; 15. Meiring, 25 laps; 16. Mizdal, 25 laps; 17. Duane, 24 laps; 18. Fryer, 24 laps; 19. Van Scoik, 24 laps; 20. Hermersmann, 24 laps; 21. Cereda, 24 laps; 22. Snyder, 24 laps; 23. Carpenter, 24 laps; 24. Ray, 24 laps; 25. Narup, 24 laps; 26. Schmidt, 20 laps; 27. Wood, 17 laps; 28. Allen, 17 laps; 29. Picotte, 11 laps; 30. Conicelli, 5 laps. Race Distance, 26 laps, 62.40 miles; Race Time, 38 minutes, 23.870 seconds; Race Average Speed, 97.506 mph; Victory Margin, 5.393 seconds; Winner's Average Lap Time, 1:28.610.

CHEVY TRUCKS SUPERBIKE QUALIFYING: 1. Mladin, 1:26.498, 99.887 mph; 2. Bostrom, 1:26.902; 3. N. Hayden, 1:27.82; 4. Hacking, 1:27.543; 5. Chandler, 1:27.645; 6. Rapp, 1:27.778; 7. Pegram, 1:27.908; 8. Roberts, 1:27.967; 9. Gobert, 1:28.101; 10. T. Hayden, 1:28.299; 11. Duhamel, 1:28.526; 12. Picotte, 1:29.073; 13. Smith, 1:29.764; 14. Meklau, 1:30.379; 15. Szoke, 1:30.661; 16. Moore, 1:31.392; 17. Conicelli, 1:32.395; 18. Spies, 1:32.593; 19. Deatherage, 1:32.969; 20. Haskovec, 1:33.099; 21. Alexander, 1:33.125; 22. Wood, 1:33.234; 23. Mizdal, 1:33.290; 24. Lupo, 1:33.481; 25. Meiring, 1:33.630; 26. Schmidt, 1:34.228; 27. Duane, 1:35.075; 28. Cereda, 1:35.254; 29. Allen, 1:35.469; 30. Van

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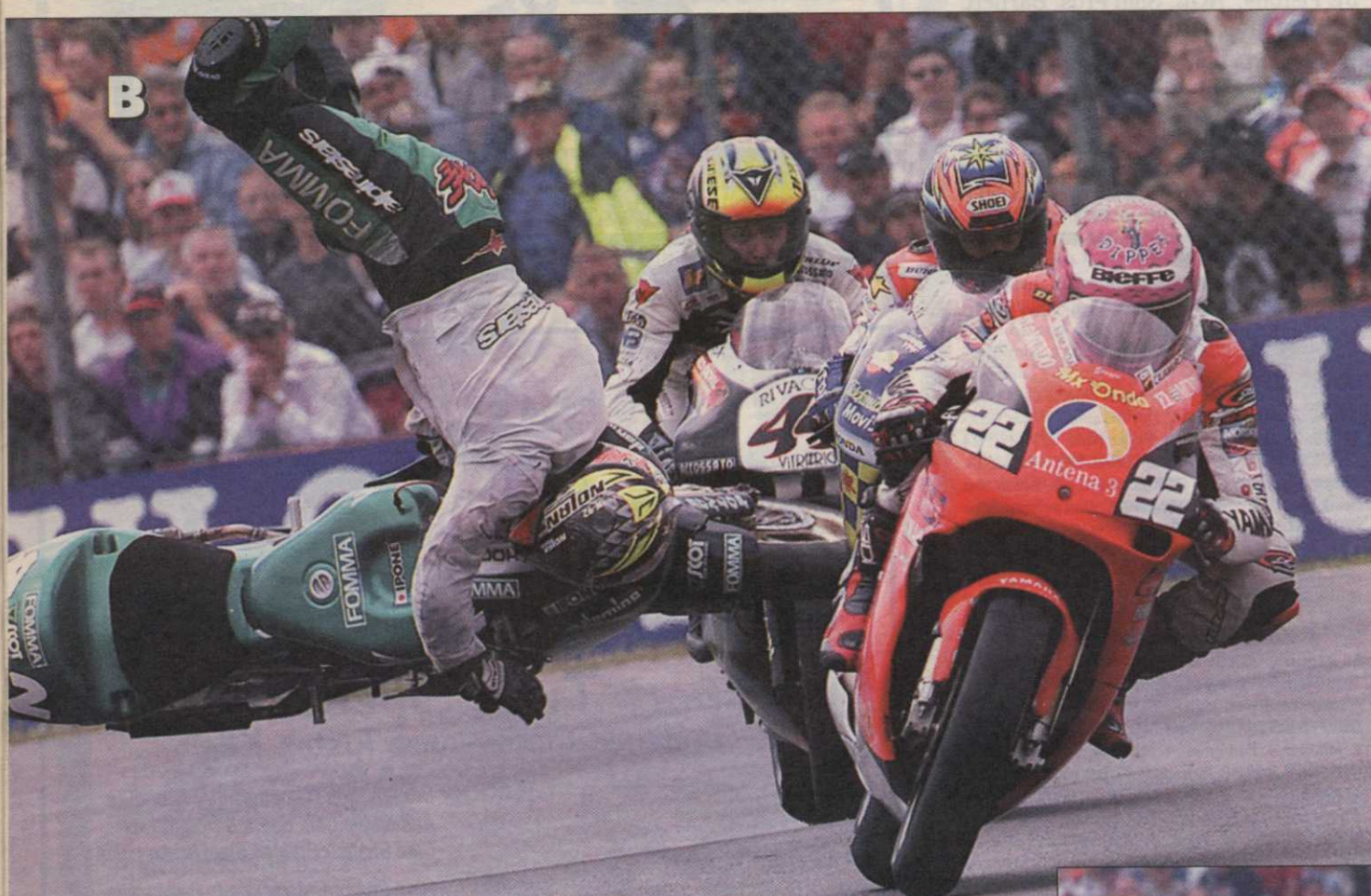
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David Checa (42) gets serious air early in the first annual Assen Freestyle Road Racing contest, run concurrently with the 250cc Grand Prix race. Uninvolved passers-by include David De Gea (22), Daijiro Kato (74), Roberto Rolfo (44), Emilio Alzamora (7) and Randy DePuniet (81).

Photos by Sports Photography.





This Memorial Day melee at Moroso Motorsports Park started when John Portier (347) grabbed too much front brake entering turn two and crashed, taking Edward Henriques (17) and Debi Venega (52) with him, and also getting run over by Doug Gross (243). Note that in the final frame of this sequence, Debi's husband Leo Venega (40) stops by to check on Debi before continuing in the race. Photos by Christopher Vietri.



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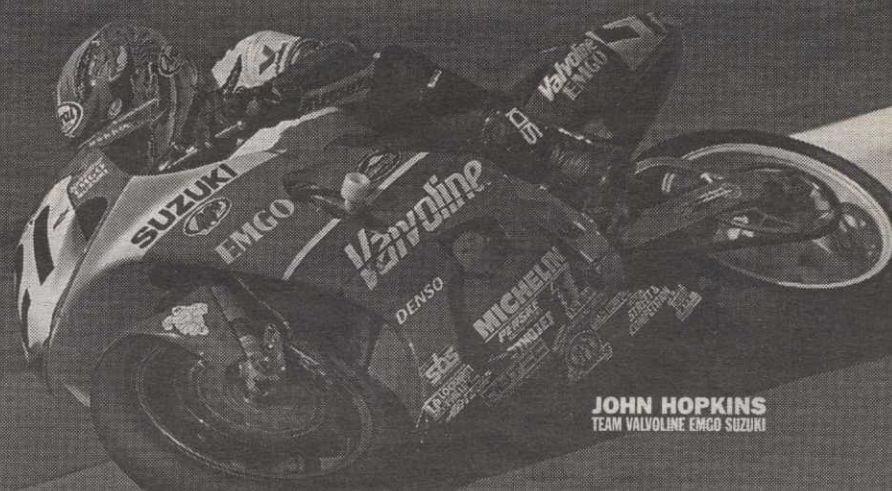
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Scoik, 1:35.948.

CHEVY TRUCKS SUPERBIKE POINT STANDINGS (After 10 of 14 rounds, all 14 count): 1. Mladin, 332 points; 2. Bostrom, 286 points; 3. Chandler, 239 points; 4. TIE, N. Hayden/T. Hayden, 228 points; 6. Duhamel, 222 points; 7. Hacking, 216 points; 8. Rapp, 195 points; 9. TIE, Meklau/Szoke, 170 points.

1:34.006; 15. Duane, 1:34.084; 16. Snyder, 1:34.762; 17. Shawn Conrad (Suz GSX-R600), 1:35.388; 18. Muskopf, 1:35.422; 19. Ortega, 1:35.465; 20. Allen, 1:35.763; 21. Steve Patterson (Suz GSX-R600), 1:35.900; 22. Thompson, 1:35.939; 23. Nichols, 1:35.970; 24. Ebben, 1:36.746; 25. Kurt Marmor (Hon CBR600F4i), 1:37.204; 26. T. Snyder, 1:37.401; 27. Van Scoik, 1:37.485; 28. Roetlin, 1:37.786; 29. Blake, 1:37.810; 30. Shaw, 1:38.884.

GENUINE SUZUKI ACCESSORIES 750cc SUPERSPORT POINT STANDINGS (After 7 of 11 races, all 11 count): 1. Moore, 207 points; 2. Alexander, 164 points; 3. Spies, 162 points; 4.



The second Superbike podium at Mid-Ohio, winner Nicky Hayden (69) flanked by second-place Mat Mladin (left) and Miguel Duhamel. Photo by Brian J. Nelson.



Jimmy Filice (3) beat Rich Oliver (7) and Chuck Sorensen (1) to win the 250cc Grand Prix race at Mid-Ohio. Photo by Brian J. Nelson.

GENUINE SUZUKI ACCESSORIES 750cc SUPERSPORT FINAL (July 21): 1. Jimmy Moore (Suz GSX-R750); 2. Chris Ulrich (Suz GSX-R750); 3. Ben Spies (Suz GSX-R750); 4. Josh Hayes (Hon CBR600F4i); 5. Vincent Haskovec (Suz GSX-R750); 6. Daigoro Suzuki (Suz GSX-R750); 7. Anthony Lupo (Suz GSX-R750); 8. Alan Schmidt (Suz GSX-R750); 9. Travis King (Suz GSX-R600); 10. Tony Meiring (Suz GSX-R750); 11. David Ortega (Suz GSX-R750); 12. Kenneth Snyder III (Suz GSX-R750); 13. Douglas Duane (Suz GSX-R750); 14. Jeff Muskopf (Suz GSX-R600); 15. Monte Nichols (Yam YZF-R7); 16. Chuck Allen (Suz GSX-R750); 17. Jamie Thompson (Suz GSX-R750); 18. Scott Hermersmann (Suz GSX-R750); 19. Scotty Van Scoik (Suz GSX-R750); 20. Todd Snyder (Suz GSX-R750); 21. Justin Roetlin (Suz GSX-R600); 22. Justin Blake (Suz GSX-R750), 15 laps; 23. Donald Blatter III (Yam YZF-R7), 15 laps; 24. Kennard Little (Hon CBR600F4i), 15 laps; 25. Rick Shaw (Suz GSX-R750), 15 laps; 26. Jason Spencer (Suz GSX-R600), 15 laps; 27. Michael Evilsizer (Suz GSX-R750), 15 laps; 28. Anthony Ruggiero (Suz GSX-R750), 15 laps; 29. Matthew Frick (Kaw ZX-6R), 15 laps; 30. Rich Conicelli (Suz GSX-R750), 12 laps, DNF, crash; 31. David Ebben (Yam YZF-R6), 9 laps; 32. Eric Wood (Suz GSX-R750), 7 laps, DNF, mechanical; 33. Rich Alexander (Suz GSX-R750), 1 lap, DNF, crash. Race Distance, 16 laps, 38.40 miles; Race Time, 24 minutes, 32.977 seconds; Race Average Speed, 93.851 mph; Victory Margin, 6.733 seconds; Winner's Average Lap Time, 1:32.061.

GENUINE SUZUKI ACCESSORIES 750cc SUPERSPORT QUALIFYING: 1. Moore, 1:31.179, 94.759 mph; 2. Ulrich, 1:31.825; 3. Alexander, 1:31.945; 4. Spies, 1:32.111; 5. Wood, 1:32.169; 6. Hayes, 1:32.337; 7. Lupo, 1:32.422; 8. Suzuki, 1:32.535; 9. Haskovec, 1:32.538; 10. Jake Zemke (Suz GSX-R600), 1:32.685; 11. Conicelli, 1:32.788; 12. Schmidt, 1:33.566; 13. Meiring, 1:33.764; 14. King,

Haskovec, 153 points; 5. Meiring, 151 points; 6. Ulrich, 150 points; 7. Suzuki, 123 points; 8. Ortega, 119 points; 9. Schmidt, 108 points; 10. Lupo, 107 points.

PRO HONDA OILS 600cc SUPERSPORT FINAL (July 22): 1. Miguel Duhamel (Hon CBR600F4i); 2. Tommy Hayden (Yam YZF-R6); 3. Eric Bostrom (Kaw ZX-R6); 4. Kurtis Roberts (Hon CBR600F4i); 5. Anthony Gobert (Yam YZF-R6); 6. Josh Hayes (Hon CBR600F4i); 7. John Hopkins (Suz GSX-R600); 8. Jake Zemke (Hon CBR600F4i); 9. Grant Lopez (Suz GSX-R600); 10. Aaron Gobert (Yam YZF-R6); 11. Joseph Temperato (Suz GSX-R600); 12. Daigoro Suzuki (Kaw ZX-6R); 13. Shawn Conrad (Suz GSX-R600); 14. Steve Patterson (Suz GSX-R600); 15. Monte Nichols (Yam YZF-R6); 16. Jeff Muskopf (Suz GSX-R600); 17. David Ortega (Suz GSX-R600); 18. Kevin Lehman (Yam YZF-R6); 19. Tyler Wadsworth (Yam YZF-R6); 20. Justin Roetlin (Suz GSX-R600), 15 laps; 21. Scotty Van Scoik (Suz GSX-R600), 15 laps; 22. Jason Spencer (Suz GSX-R600), 15 laps; 23. John Trautmann (Yam YZF-R6), 15 laps; 24. Brian Salazar (Yam YZF-R6), 15 laps; 25. Steven Luxem (Yam YZF-R6), 15 laps; 26. Donald Blatter III (Yam YZF-R6), 15 laps; 27. Kennard Little (Hon CBR600F4i), 15 laps; 28. Roger Lee Hayden (Hon CBR600F4i), 13 laps; 29. David Ebben (Yam YZF-R6), 11 laps; 30. Vincent Haskovec (Suz GSX-R600), 8 laps; 33. Jamie Hacking (Suz GSX-R600), 1 lap. Race Distance, 16 laps, 38.40 miles; Race Time, 24 minutes, 30.585 seconds; Race Average Speed, 94.004 mph; Victory Margin, 0.744-second; Winner's Average Lap Time, 1:31.911.

PRO HONDA OILS 600cc SUPERSPORT QUALIFYING: 1. T. Hayden, 1:30.419, 95.555 mph; 2. Hacking, 1:30.591; 3. Duhamel, 1:30.639; 4. Bostrom, 1:30.705; 5. Roberts, 1:30.836; 6. Hopkins, 1:31.300; 7. Anthony Gobert, 1:31.484; 8. Hayes, 1:31.792; 9. R. Hayden, 1:31.945; 10. Jimmy Moore (Suz GSX-R600), 1:32.343; 11. Zemke, 1:32.446; 12. Lopez, 1:32.732; 13. Aaron Gobert,



Jimmy Moore (86) started out his near-perfect 750cc Supersport weekend at Mid-Ohio by grabbing the holeshot ahead of Ben Spies (11), Rich Alexander, Daigoro Suzuki, Chris Ulrich, Tony Lupo, Vince Haskovec (3), Rich Conicelli (10), Josh Hayes (131) and the field. Photo by Brian J. Nelson.



Early in the 600cc Supersport race at Mid-Ohio, Eric Bostrom (32) leads Miguel Duhamel (17), Anthony Gobert (16), Tommy Hayden (22), John Hopkins (21), Josh Hayes (131), Jake Zemke (98), Grant Lopez (65), Roger Lee Hayden (95), Aaron Gobert (68), Daigoro Suzuki (78) and the pack. Photo by Brian J. Nelson.



Home-boy Tom Kipp (31) beat John Hopkins (21) and Damon Buckmaster (8) to win the Formula Xtreme race at Mid-Ohio. Photo by Brian J. Nelson.

1:33.071; 14. Conrad, 1:34.272; 15. Temperato, 1:34.305; 16. Suzuki, 1:34.744; 17. Muskopf, 1:34.800; 18. Patterson, 1:35.020; 19. Haskovec, 1:35.125; 20. King, 1:35.292; 21. Ebben, 1:35.534; 22. Nichols, 1:35.628; 23. Wadsworth, 1:35.898; 24. Ortega, 1:36.145; 25. Lehman, 1:36.382; 26. Kurt Marmor (Hon CBR600F4i), 1:36.425; 27. Blatter, 1:37.109; 28. Van Scoik, 1:37.212; 29. Luxem, 1:37.239; 30. Roetlin, 1:37.266.

PRO HONDA OILS 600cc SUPERSPORT POINT STANDINGS (After 7 of 11 races, all 11 count): 1. Bostrom, 192 points; 2. Anthony Gobert, 168 points; 3. Duhamel 167 points; 4. T. Hayden, 162 points; 5. Hayes, 144 points; 6. Zemke, 126 points; 7. TIE, Hopkins/Aaron Yates, 125 points; 9. Hacking, 115 points; 10. Roberts, 103 points.

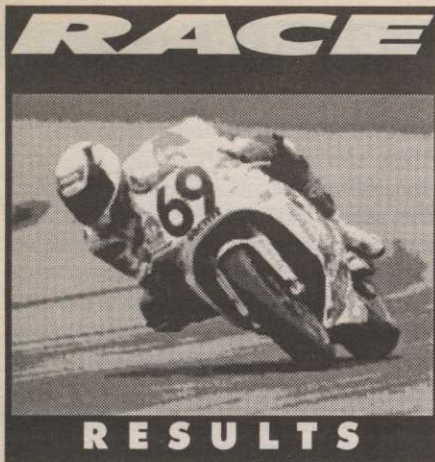
MBNA 250cc GRAND PRIX (July 22): 1. Jimmy Filice (Yam TZ250); 2. Rich Oliver (Yam TZ250); 3. Chuck Sorensen (Yam TZ250); 4. Perry Melnecluc (Yam TZ250); 5. Michael Hannas II (Yam TZ250); 6. Randy Renfrow (Hon TSR-RS250); 7. Mike Himmelsbach (Apr RSV250); 8. Simon Turner (Yam TZ250); 9. Bill Himmelsbach (Yam TZ250); 10. Chris Pyles (Yam TZ250); 11. Greg Esser (Hon RS250); 12. Stuart Nodell (Hon RS250); 13. Ty Piz (Yam

TZ250), 15 laps; 14. Cory West (Yam TZ250), 15 laps; 15. John France (Hon RS250), 15 laps; 16. Richard Merhar (Yam TZ250), 15 laps; 17. Ed Sorbo (Yam TZ250), 15 laps; 18. James Worthington (Apr RSV250), 15 laps; 19. Steve Scott (Yam TZ250), 15 laps; 20. Christopher Holske (Yam TZ250), 15 laps; 21. Leon Hor (Yam TZ250), 15 laps; 22. Sean Wray (Yam TZ250), 14 laps; 23. Eric Stephens (Hon RS250), 2 laps. Race Distance, 16 laps, 38.40 miles; Race Time, 24 minutes, 42.627 seconds; Race Average Speed, 93.240 mph; Victory Margin, 2.487 seconds; Winner's Average Lap Time, 1:32.664.

MBNA 250cc GRAND PRIX HEAT RACE ONE: 1. Filice; 2. Hannas; 3. Melnecluc; 4. Renfrow; 5. M. Himmelsbach; 6. Pyles; 7. B. Himmelsbach; 8. Stephens; 9. Sorbo; 10. Nodell; 11. Piz; 12. Holske. Race Distance, 5 laps, 12.00 miles; Race Time, 7 minutes, 44.886 seconds; Race Average Speed, 92.926 mph; Victory Margin, 0.074-second; Winner's Average Lap Time, 1:32.977.

MBNA 250cc GRAND PRIX HEAT RACE TWO: 1. Oliver; 2. Sorensen;

continued on page 98



**CMRA/CCS
Oak Hill Raceway
Henderson, Texas
JUNE 23-24**

UNLIMITED GRAND PRIX: 1. John Haner (Suz GSX-R1000); 2. Sam McDonald (Yam YZF-R1); 3. Kevin Pate (Kaw ZX-6R); 4. Greg Abbott (Suz GSX-R750); 5. Troy Green (Yam YZF-R6); 6. Scott Foster (Suz GSX-R750).

UNLIMITED SUPERSPORT EXPERT: 1. Sam McDonald (Yam YZF-R1); 2. John Haner (Suz GSX-R1000); 3. Scott Foster (Suz GSX-R750); 4. Marc Gifford (Yam YZF-R6); 5. Scott Stevens (Yam YZF-R6); 6. Gabriel McClendon (Kaw ZX-6R).

UNLIMITED SUPERSPORT AMATEUR: 1. Jeff Brice (Hon CBR600F4); 2. Keith Holleman (Suz GSX-R750); 3. Blair Lively (Suz GSX-R600); 4. Manny Poulis (Yam YZF-R6); 5. Allan Voigt II (Suz GSX-R750); 6. Cody Perkins (Yam YZF-R6).

HEAVYWEIGHT SUPERSPORT EXPERT: 1. John Haner (Suz GSX-R750); 2. Scott Foster (Suz GSX-R750); 3. Scott Lawson (Suz GSX-R600); 4. Danny Dominguez (Suz GSX-R750); 5. Harry Tomlinson (Yam YZF-R6); 6. Darren Behm (Yam YZF-R6).

HEAVYWEIGHT SUPERSPORT AMATEUR: 1. David Sanders (Yam YZF-R6); 2. Keith Holleman (Suz GSX-R750); 3. Jeff Brice (Hon CBR600F4); 4. Blair Lively (Suz GSX-R600); 5. Chris Headley (Yam YZF-R6); 6. Todd Thompson (Suz GSX-R750).

MIDDLEWEIGHT SUPERSPORT EXPERT: 1. Kevin Pate (Kaw ZX-6R); 2. Greg Abbott (Suz GSX-R600); 3. Troy Green (Yam YZF-R6); 4. Rick Hogge (Yam YZF-R6); 5. Marc Gifford (Yam YZF-R6); 6. Scott Stevens (Yam YZF-R6).

MIDDLEWEIGHT SUPERSPORT AMATEUR: 1. Chris Headley (Yam YZF-R6); 2. Phillip Lawlis (Kaw ZX-6R); 3. Brian Cox (Yam YZF-R6); 4. Jeff Brice (Hon CBR600F4); 5. Jessie Davis (Yam YZF-R6); 6. David Sanders (Yam YZF-R6).

LIGHTWEIGHT SUPERSPORT EXPERT: 1. Bradley Champion (Suz SV650); 2. Eric Falt (Suz SV650); 3. Randy White (Honda); 4. Rich Desmond (Suz SV650); 5. Ted Dohmen (Apr RS250); 6. Edward Ehrichs (Suz SV650).

LIGHTWEIGHT SUPERSPORT AMATEUR: 1. James Ervin (Suz SV650); 2. A.C. Freeman, Jr (Suz SV650); 3. Terry McElwain (Suz SV650); 4. James Johnston (Suz SV650); 5. Richard Brooks (Suz SV650); 6. Andrew Kiser (Apr RS250).

HEAVYWEIGHT SUPERBIKE EXPERT: 1. John Haner (Suz GSX-R750); 2. Steve Breen (Yam YZF-R6); 3. Scott Lawson (Suz GSX-R600); 4. Danny Dominguez (Suz GSX-R750); 5. Ronnie Lunsford (Duc 996); 6. Harry Tomlinson (Yam YZF-R6).

HEAVYWEIGHT SUPERBIKE AMATEUR: 1. Blair Lively (Suz GSX-R600); 2. Keith Holleman (Suz GSX-R750); 3. Phillip Lawlis (Kaw ZX-6R); 4. Todd Thompson (Suz GSX-R750); 5. Manny Poulis (Yam YZF-R6); 6. Cody Perkins (Yam YZF-R6).

MIDDLEWEIGHT SUPERBIKE EXPERT: 1. Kevin Pate (Kaw ZX-6R); 2. Troy Green (Yam YZF-R6); 3. Marc Gifford (Yam YZF-R6); 4. Rick Hogge (Yam YZF-R6); 5. Scott Lawson (Suz GSX-R600); 6. Darren Behm (Yam YZF-R6).

MIDDLEWEIGHT SUPERBIKE AMATEUR: 1. David Sanders (Yam YZF-R6); 2. Heath Small (Duc 748); 3. Chris Headley (Yam YZF-R6); 4. Brian Cox (Yam YZF-R6); 5. Jessie Davis (Yam YZF-R6); 6. Manny Poulis (Yam YZF-R6).

LIGHTWEIGHT SUPERBIKE EXPERT: 1. Eric Falt (Suz SV650); 2. Randy White (Honda); 3. Rich Desmond (Suz SV650); 4. Ronnie Gyure (Duc 750); 5. Ted Dohmen (Apr RS250); 6. Edward Ehrichs (Suz SV650).

LIGHTWEIGHT SUPERBIKE AMATEUR: 1. A.C. Freeman, Jr (Suz SV650); 2. James Ervin (Suz SV650); 3. Mike Pettipas (Yam FZR400); 4. Daniel Sinclair (Hon Hawk); 5. James Johnston (Suz SV650); 6. Sarah Mesa (Suz SV650).

MIDDLEWEIGHT GRAND PRIX EXPERT: 1. Marc Gifford (Yam YZF-R6); 2. Troy Green (Yam YZF-R6); 3. Rick Hogge (Yam YZF-R6); 4. Scott Lawson (Suz GSX-R600); 5. Gabriel McClendon (Kaw ZX-6R); 6. Steve Breen (Yam YZF-R6).

MIDDLEWEIGHT GRAND PRIX AMATEUR: 1. Danny Eslick (Hon RS125); 2. Chris Headley (Yam YZF-R6); 3. Jessie

Davis (Yam YZF-R6); 4. Alan Tan (Hon RS125); 5. Kevin Mays (Yam YZF-R6); 6. Christopher Link (Yam YZF-R6).

LIGHTWEIGHT GRAND PRIX EXPERT: 1. Bradley Champion (Suz SV650); 2. Eric Falt (Suz SV650); 3. Robert Bradlaw (Suz SV650); 4. Logan Young (Hon RS125); 5. Charles Ergle (Hon RS125); 6. Eric Kancir (Hon RS125).

LIGHTWEIGHT GRAND PRIX AMATEUR: 1. Danny Eslick (Hon RS125); 2. Alan Tan (Hon RS125); 3. Mike Pettipas (Yam FZR400); 4. Jason Luster (Yam TZ250); 5. Andrew Temple (Hon RS125); 6. A.C. Freeman, Jr (Suz SV650).

SINGLES GRAND PRIX: 1. Danny Eslick (Hon RS125); 2. Charles Ergle (Hon RS125); 3. Ryan Andrews (Hon RS125); 4. Eric Kancir (Hon RS125); 5. Alan Tan (Hon RS125); 6. Randy White (Hon).

FORMULA 40: 1. Ronnie Lunsford (Duc 996); 2. Randy White (Hon); 3. Mitch Ballard (Yam YZF-R6); 4. Billy Click (Hon RC51); 5. Dale Willett (Hon CBR600F4).

SUPERTWINS EXPERT: 1. Ronnie Lunsford (Duc 996); 2. Reagan Jobe (Duc 748); 3. Robert Bradlaw (Suz SV650); 4. Rich Desmond (Suz SV650); 5. Billy Click (Hon RC51).

SUPERTWINS AMATEUR: 1. Heath Small (Duc 748); 2. Terry McElwain (Suz SV650); 3. James Ervin (Suz SV650); 4. Brad Kelly (Apr 997); 5. A.C. Freeman, Jr (Suz SV650); 6. Brooks Gremmels (Suz SV650).

SUPERSINGLES: 1. Keith Coker (Hon); 2. Eric Kelcher (Hon).

HEAVYWEIGHT SPORTSMAN: 1. Eric Falt (Suz SV650); 2. Charles (Rick) Jones (Suz GSX-R750); 3. Brad Kelly (Apr 997); 4. Richard Brooks (Suz SV650); 5. Edward Ehrichs (Suz SV650).

MIDDLEWEIGHT SPORTSMAN: 1. Randy White (Hon); 2. Eric Heddles (Laverda); 3. Mike Pettipas (Yam FZR400); 4. Tim Haas (Apr RS250); 5. Ronnie Gyure (Duc 750); 6. Jody Fortune (Yam YZF-R6).

LIGHTWEIGHT SPORTSMAN: 1. Randy White (Hon); 2. Eric Heddles (Laverda); 3. Glenn St. John (Apr RS250); 4. Keith Coker (Hon).

CLASSIC: 1. Steve Haesemeyer (Hon CBR600F4); 2. Tony Rodio (Hon CBR600); 3. Keith Hertell (Suz GSX-R750); 4. Charles (Rick) Jones (Suz GSX-R750); 5. Mike Pettipas (Yam FZR400); 6. Ashley Hestand (Yam FZR600).

HEAVYWEIGHT MINI: 1. Jay Deaton (Mori 80); 2. Ryan Andrews (Kaw KX60); 3. Bryan Norton (Yam TZ80); 4. Wiley Clark (Yam YSR80); 5. Robin Reeves (Apr RS50).

MIDDLEWEIGHT MINI: 1. Ryan Andrews (Kaw KX60); 2. Dustin Dominguez (Derbi); 3. Randall Smith (Apr RS50); 4. Tyler McDonald (Yam YSR50); 5. Chas Walter (Yam); 6. Efron Coronado (Yam YSR50).

LIGHTWEIGHT MINI EXPERT: 1. Freddy Haltom (Yam YSR50); 2. Richard Eads (Yam YSR50); 3. Pat Brown (Yam YSR50).

LIGHTWEIGHT MINI AMATEUR: 1. Tyler McDonald (Yam YSR50); 2. Dustin Dominguez (Yam YSR50); 3. Efron Coronado (Yam YSR50); 4. Nick Tadlock (Yam YSR50); 5. Carter Burkholder (Yam YSR50); 6. James Eads (Yam YSR50).

HEAVYWEIGHT PROVISIONAL AMATEUR: 1. Edward Walker (Hon CBR600); 2. John Orchard (Hon CBR600).

MIDDLEWEIGHT PROVISIONAL AMATEUR: 1. Brent Huckaby (Hon CBR600F2); 2. Noah Reese (Kaw ZX-6R); 3. Mark Ingram (Yam YZF-R6); 4. Andrew Paquette (Yam YZF-R6); 5. Patrick Hart (Suz GSX-R600); 6. Dana Altmore (Yam YZF-R6).

LIGHTWEIGHT PROVISIONAL AMATEUR: 1. Richard Brooks (Suz SV650); 2. Jerry Robertson (Suz SV650); 3. Drayton Altmore (Suz SV650); 4. Irwin Arnstein (Yam).

LIGHTWEIGHT MINI ENDURANCE: 1. Team K&N (Tyler McDonald, Dustin Dominguez, Sam McDonald), Yam YSR50, 165 laps; 2. Red Eye Racing (Emmett Dribble, Jed Johnson), Yam YSR50, 163 laps; 3. Team Chaos (Richard Eads, Darin Cooley, Steve Craig, Damon Harvey), Yam YSR50, 161 laps; 4. Two Stupid Dogs (Logan Young, Chris Newhouse), Yam YSR50, 162 laps; 5. We Cheat (Jeff Meads, Bobby Palmer, Joshua Mosley), Yam YSR50, 159 laps; 6. Moon Racing (Robert Mondshine, Marc Mondshine), Yam YSR50, 158 laps.

MIDDLEWEIGHT MINI ENDURANCE: 1. What The Hell (Jeff Phillips, Dennis Spears, Joel Hall, Greg Abbot), Yam, 189 laps; 2. Oats & Bran (Ed Cook, Micah Shoemaker, Jon Francis, Jesse Davis), Apr RS 50, 187 laps; 3. Pegasus Motorsports (Chris Reed, Freddy Haltom), Yam, 178 laps; 4. Motorcycle Plus (Phillip Fish, Jay Singer, Joshua Mosy), Yam, 173 laps; 5. Gumby (Stuart Fulton, Bradley Champion, Derek Heaton, Efron Coronado), Yam, 172 laps; 6. God Speed (Nathan Winchester, Scott McDermott, David Long, Bryan Jordan), Yam YSR60, 167 laps.

HEAVYWEIGHT MINI ENDURANCE: 1. Team Euro Shop Waco (Ryan Andrews, Mark Andrews, Jay Deaton), Hon RS80, 208 laps; 2. Team Other (Randy Martin, Glen Bradshaw, Richard Pullum), Mori 80, 193 laps; 3. Motobama (Chuck Gault, Glen Massengill), Hon, 192 laps; 4. Blue Odyssey Racing (Chuck Ergle, Scott Lawson), Hon RS80, 186 laps; 5. Perpetual Motion (Nick Marcuccio, Lindsey Leard, Bryan Norton, Keith Hertell), Hon RS80, 173 laps; 6. Uphill Racing (Troy Masure, Niel Grimmer, Richard Hill), Hon RS80, 151 laps.

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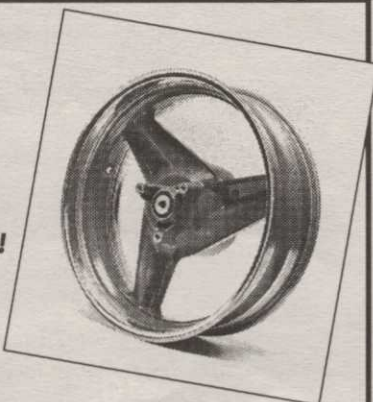
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Racing In Europe Part 3

By Peter A. Hofmann

Following our five-day test at the Automotodrom Rijeka in Croatia in March, the next event on our calendar was a four-day test at Hungary's Pannonia Ring. Compared to the ultra-fast Rijeka circuit, where 125s hit speeds in excess of 145 mph, Pannonia Ring is a much more technical circuit with 23 turns in 2.7 miles, an average speed of only 94 mph, and top speeds of only 130 mph.

We arrived at the Pannonia Ring on April 12 and were greeted by 40-degree F temperatures and high winds. Despite the bad weather conditions the forecast predicted the next few days would be warmer. The forecast could not have been more wrong.

The next morning we awoke to gale-force winds, and of all things, snow! I guess it's not so unusual to have snow in Europe in the middle of April, but it surprised this Californian. It continued to snow all afternoon but the track temperature warmed to 40 degrees. Snow wasn't sticking to the ground so I figured I might as well ride a few laps! I turned three laps before pulling back into the garage. The snow was heavy enough that I couldn't see from one corner to the next, and the wind was blowing me in all directions. Nevertheless, I was happy to ride three laps because it gave me a chance to familiarize myself with the track layout.

The next day it snowed even heavier and we couldn't ride at all. The weather finally cleared on Day Three and we began testing. We turned a lot of laps to test parts but the times weren't that fast because the temperature was still only 44 degrees! On Day Four the temperature warmed to 60 degrees, and the lap times looked much better. Unlike Rijeka, where Christian had been over 3-seconds faster than me, I closed the difference to about 0.6-second at Pannonia Ring. Christian and I both turned very competitive times that would put us in the top 10 or 15 in the race.

My mechanics worked tirelessly to make the most of our limited testing time given the poor weather. In just two days we managed to test tires, exhaust systems, brakes, suspension, and reeds. Despite the top-notch work of the team, my bike developed all sorts of problems late during the final day. First, an apparent software glitch caused the detonation counter and data acquisition to quit working. I especially missed the data acquisition's suspension measurements because I was struggling with the Kayaba suspension. Kayaba makes great suspension but it seems to be valved far too soft for my weight, as they certainly didn't expect a 145-pound rider on their 125 suspension. I relied on the data acquisition to help

me find acceptable suspension settings given the incorrect valving. After the detonation counter and data acquisition malfunctioned, the motor ingested a rock and seized. Then we discovered that all of our brake rotors were either warped or cracked from our 2000 kilometers of pre-season testing. The test ended when a bolt head from an experimental rear brake master cylinder, which is mounted on the right-side footpeg bracket, snagged the swingarm. This effectively locked out the shock while I was at full lean in a fast, sweeping, fourth-gear corner, similar to turn nine at Willow Springs. As I rolled on the gas approaching the apex of the corner the rear tire immediately broke loose in a lurid full-lock slide. I remember thinking, "A lowside is okay, but I really don't want to highside at this speed." Then the shock unloaded and pitched me straight up off the bike! Somehow I landed on the tank and managed to keep the bike on two wheels. I pulled into the pits and decided we had done enough damage to the bike already and didn't need to add a crash.

I liked Pannonia Ring a lot: the circuit was designed for and is used by motorcycles only, so it has loads of runoff and flat curbs. The paddock is small and the track is a little bit narrow in parts, but overall it has a good mix of fast and slow corners, with two fast straights. I found it to be an ideal track for 125cc GP testing.

After Pannonia Ring the mechanics prepared the bike for the 125cc European Championship Season Opener at Vallelunga, Italy. We borrowed the rear brake master cylinder from Dirk's 1993 World Championship-winning bike and it fit perfectly. Unfortunately, we only had a week before the race in Italy, so we didn't have time to fix the bigger problems. We would have to do our best with what we had.

The 125cc European Championship season kicked off at Vallelunga, Italy on April 28. Vallelunga is located 20 miles north of Rome. We arrived on Wednesday morning and set up. At Euro Championship events you only get a single 30-minute practice session on Friday afternoon before Saturday's qualifying, but being the season opener (for 125s) the UEM was generous and allowed us an extra 30-minute session on Thursday and a 30-minute session Friday morning. I learn new tracks very quickly so I wasn't worried about track time, but I knew it would be a tough race when I saw the entry list of 82 125cc riders, including many former World GP regulars.

Vallelunga is very different than any other track I've ridden. The circuit has three long straights, two second-gear chicanes, an ultra-slow first-gear hairpin, a few sweepers, and the tallest banked 90-degree corner I've ever seen. I usually walk a new track to determine the final drive ratio, and then ride a few laps to decide whether I need to make any internal gearbox adjustments. However, while walking the Vallelunga circuit we immediately decided to install an ultra-low first gear, low second, low third, standard fourth, tall fifth, and tall sixth. We left suspension and geometry unchanged from Pannonia Ring for the first session.

I used the Thursday practice session to break in a new motor, learn the

track, and scope out the competition. The track layout was fun but the awkward first-gear hairpin broke up the flow and rhythm. I liked the banked corner a lot—it followed a sixth-gear straight. If the corner were flat you would downshift all the way to second, but it's banked so high you can take it in third or fourth gear. When you approach the corner from the straight it looks like you're heading straight at a wall! I was happy to see that my apex speed was the same as the lead-

a lot of good advice and we changed our suspension and geometry per his advice.

Saturday morning in the first qualifying I intended to ride a few slow laps to break in a new motor, then pick up the pace to get a feel for the chassis changes and hopefully set a fast lap. I never got past the first step; the motor seized during break-in. I found myself sitting on the side of the track during what was arguably the most important session of the weekend. The

worst part was I didn't ride enough laps to reach a conclusion whether the chassis was better or worse. With only one qualifying session left we didn't have any choice but to revert to Friday's set-up. I didn't feel like I was riding fast but I was riding beyond what I

felt comfortable with the chassis set-up. Nonetheless, I wanted to make a strong showing for the team so I took a lot of risks to try to qualify well. About halfway through the 30-minute qualifying session I hooked up with a group of three riders; I stayed behind them while strategizing how I could make the best use of their draft to set my fast lap. When the time was right I went to the front of the group, using the draft of two of the riders on the front straight and the draft of the third rider on the second front straight. I led through the banked 90-degree corner and the next 90-degree sweeper, and onto the back straight. Following the fifth-gear back straight came a second-gear right-left-right chicane, and I carried just a fraction more speed than on previous laps. At the apex of the left-hander the rear wheel let go; I tried to save it but high-sided.

The crash broke my left arm in two places: a broken Ulna and a compound fracture of the Radius. The track clinic insisted on sending me to the hospital for X-rays and treatment. At this point I'll interject that if you ever get hurt in Europe, try to avoid Roman hospitals. They didn't even provide anesthesia prior to setting the bones! Anyway, after being released from the hospital we drove back to Germany, and I caught the next flight back to the States so I could consult with Dr. Art Ting, who gave me a prognosis I didn't want to hear: No racing for 12 weeks. Coming from anybody else I would have been racing in six weeks, but I figured Dr. Ting knows what he's talking about and I had better listen to him.

It looked like I'd miss the next four races: Hungaroring (Hungary), Rijeka (Croatia), Assen (Holland), and Pannonia Ring (Hungary). I anticipated returning to Europe in mid-July to finish the season. Missing half the season due to injury really sucks, especially in my first season in the European Championship, but that's racing. I have to turn this into a learning year. I'm anxious to get back on the bike, learn more European tracks, and earn some good results in the second half of the season.

I'd like to thank everyone at Yacco Team Raudies for their hard work, Aeris.net, Bridgestone, Rino, Spyke Leathers, Daytona Boots, NGK, Uli Maier, Chris Wallace and Shakai Racing, Niko Bolas, Hjelm Motorsports, Trackdayz, Kawadrom, John Rabasa, and my parents for their endless support. **RW**



"Despite the top-notch work of the team, my bike developed all sorts of problems..." Photo by Peter Hofmann.

ers in most corners; I was a little slower while trail-braking. As expected I was losing out on acceleration due to my weight (the average weight of EC 125cc pilots is around 115 pounds, compared to my 145 pounds). I put in some quick laps towards the end of the session to test our set-up. My Yacco Team Raudies Honda RS125 is an absolute missile in terms of top speed, but I was struggling with the handling again. The gearbox was very close to what we estimated while walking the track, except we switched to a standard third and a tall fourth gear to get a better drive out of one of the sweepers.

The mechanics worked late into the night to change fork and shock springs, chassis geometry, tire compounds and pressures, install a new clutch, and tear down the motor for inspection. In the Friday-morning practice the bike was better and I was able to hook up with a fast group of riders, but I still couldn't throw the bike around and make it do what I wanted because I never had a good feel from the suspension. I didn't feel that I was riding very fast, yet I wasn't able to push the bike any harder. I had the same problem with suspension feedback at Pannonia Ring and Rijeka. At Rijeka I actually preferred Showa suspension, but the problem with the Showa setup was that tires only lasted seven laps vs. 25 laps with Kayaba. If I wanted the tires to last race distance I'd be racing on Kayaba.

Friday afternoon's practice didn't improve over the morning practice. We chased our tails trying to make progress but the lap times weren't any faster. Overall the bike is very good but I was still unhappy with the bike's handling, especially in the last three corners of the circuit where I was losing all my time to the leaders. No matter what changes we made to the geometry, springs, and settings, the bike would chatter, slide, run wide, and not want to turn. With 22 riders within 2.0 seconds of pole, we desperately tried everything and anything to be competitive. Friday night Christian and I sat down with the WP technician to try to figure out our suspension woes. Christian rides WP and even though I use Kayaba, the WP technician was happy to help both of us. He gave us

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RACES

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8/24-26 Brno, Czech Republic
9/7-9 Estoril, Portugal
9/21-23 Valencia, Spain
10/5-7 Twin Ring Motegi, Japan
10/12-14 Phillip Island, Australia
10/19-21 Sepang, Malaysia
11/2-4 Rio, Brazil
For additional info, call FIM at 011-41-22-950-9500, FAX 011-41-22-950-9501, e-mail fim@fim.ch, www.fim.ch.

FIM Superbike World Championship Series

8/31-9/2 Oschersleben, Germany
9/7-9 Assen, Holland
9/28-30 Imola, Italy
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AMA Chevy Trucks U.S. Superbike Championship

8/24-26 Pikes Peak International Raceway, Fountain, CO
9/13-16 Willow Springs Raceway, Rosamond, CA
9/28-30 Virginia International Raceway, Alton, VA
For additional info, call AMA at (614) 856-1900, FAX (614) 856-1920, online www.amapracing.com.

Formula USA National Road Racing Series

8/23-26 Pocono Int'l. Raceway, Long Pond, PA
9/6-9 Portland Int'l Raceway, Portland, OR
10/18-21 Daytona Int'l. Speedway, Daytona Beach, FL
For additional info, call (817) 332-4822, FAX (817) 870-9790, www.formulausa.com.

WERA National Endurance Series

9/1 4hr Memphis Motorsports Park, Millington, TN
9/8 4hr Rausch Creek Motorsports Park, Valley View, PA
10/26 4hr GNF, Road Atlanta, Braselton, GA
For additional info, call (770) 720-5010, FAX (770) 720-5015, www.wera.com.

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8/31-9/2 Memphis Motorsports Park, Millington, TN
9/7-9 Rausch Creek Motorsports Park, Valley View, PA
10/23-28 GNF, Road Atlanta, Braselton, GA
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CCS California Region

9/1-2 Streets of Willow Springs, Rosamond, CA
9/15-16 Phoenix Int'l Raceway, Phoenix, AZ
10/6-7 Thunderhill Park, Willows, CA
11/10-11 Buttonwillow Raceway, Buttonwillow, CA
12/1-2 Streets of Willow Springs, Rosamond, CA *
* Double Points, (TC) 200-Mile Team Challenge
For additional info, call (817) 332-4822, FAX (817) 870-9790, e-mail Kevin.Elliott@sfx.com, www.ccsracing.com.

CCS Florida Region

8/25-26 Moroso Motorsports Park, W. Palm Beach, FL
9/1-2 Roebing Road Raceway, Faulkville, GA (TC)
9/22-23 Moroso Motorsports Park, W. Palm Beach, FL
12/8-9 Homestead Motorsports Complex, Homestead, FL *
* Double Points, (TC) 200-Mile Team Challenge
For additional info, call (817) 332-4822 or Henry DeGouw at (561) 793-3394, FAX (817) 870-9790, e-mail Kevin.Elliott@sfx.com, www.ccsracing.com.

CCS Mid-Atlantic Region

8/18-19 Rausch Creek Raceway, Harrisburg, PA
9/8-9 Summit Point Raceway, Summit Point, WV
9/22-23 Rausch Creek Raceway, Harrisburg, PA (TC)
10/6-7 Virginia Int'l Raceway, Danville, VA
10/13-14 Summit Point Raceway, Summit Point, WV *
For additional info, call (817) 332-4822, FAX (817) 870-9790, e-mail Kevin.Elliott@sfx.com, www.ccsracing.com.

CCS Midwest Region

8/25-26 Blackhawk Farms Raceway, S. Beloit, IL
9/8-9 Blackhawk Farms Raceway, S. Beloit, IL (TC)
10/6-7 Gateway Int'l Raceway, Fairmont City, IL *
* Double Points
** Twin Sprints Event, (TC) 200-Mile Team Challenge
For additional info, call (817) 332-4822, FAX (817) 870-9790, e-mail Kevin.Elliott@sfx.com, www.ccsracing.com.

CCS Northeast Region

8/18-19 New Hampshire Int'l Speedway, Loudon, NH
9/1-2 New Hampshire Int'l Speedway, Loudon, NH
9/29-30 New Hampshire Int'l Speedway, Loudon, NH
For additional info, call (817) 332-4822, FAX (817) 870-9790, e-mail Kevin.Elliott@sfx.com, www.ccsracing.com.

CCS South Central Region (CMRA)

9/1-2 Motorsports Ranch, Cresson, TX
9/29-30 Hallett Motor Racing Circuit, Hallett, OK
10/27-28 Texas World Speedway, College Station, TX

For additional info, call (800) 423-8736 or in Houston (281) 342-9032, FAX (281) 232-8602, e-mail cmra@flash.net, www.cmrracing.com.

CCS Southeast Region

9/1-2 Roebing Road Raceway, Faulkville, GA (TC)
10/6-7 Virginia Int'l Raceway, Danville, VA
11/3-4 Carolina Motorsports Park, Kershaw, SC *
* Double Points, (TC) 200-Mile Team Challenge
For additional info, call (817) 332-4822, FAX (817) 870-9790, e-mail Kevin.Elliott@sfx.com, www.ccsracing.com.

CCS Southwest Region

9/1-2 Streets of Willow Springs, Rosamond, CA
9/8-9 Firebird Int'l Raceway (West), Chandler, AZ
10/6-7 Firebird Int'l Raceway, Chandler, AZ (TC)
11/11-12 Buttonwillow Raceway, Buttonwillow, CA
12/2-3 Firebird Int'l Raceway, Chandler, AZ *
* Double Points (TC) 200-Mile Team Challenge
For additional info, call (817) 332-4822, FAX (817) 870-9790, e-mail Kevin.Elliott@sfx.com, www.ccsracing.com.

CCS Race of Champions (ROC)

10/18-21 Daytona Int'l Speedway, Daytona Beach, FL
For additional info, call (817) 332-4822, FAX (817) 870-9790, e-mail Kevin.Elliott@sfx.com, www.ccsracing.com.

WERA North Central Region

9/1-2 Nelson Ledges Road Course, Garrettsville, OH
9/22-23 Putnam Park Road Course, Mt. Meridian, IN
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WERA Northeast Region

9/1-2 Nelson Ledges Road Course, Garrettsville, OH
For additional info, call (770) 720-5010, FAX (770) 720-5015, www.wera.com.

WERA Mid-Atlantic Region

8/18-19 Virginia Int'l Raceway, Danville, VA
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WERA Southeast Region

8/25-26 Talladega Gran Prix Raceway - Talladega, AL
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8/18-19 Texas World Speedway, College Station, TX
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WERA Grand National Finals/Suzuki Cup Finals

10/24-28 Road Atlanta, Braselton, GA
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AFM Series

8/18-19 Sears Point Raceway, Sonoma, CA
9/22-23 Sears Point Raceway, Sonoma, CA
10/20-21 Buttonwillow Raceway, Buttonwillow, CA
For additional info, call (510) 796-7005, FAX (510) 881-0161, e-mail afm@afmracing.org, www.afmracing.org.

AMA/ASMA Series

9/9 Arroyo Seco Motorsports Complex, Deming, NM
10/14 Arroyo Seco Motorsports Complex, Deming, NM
For additional info, call (505) 544-3440, FAX (505) 544-3444

CRA Series

8/18-19 Heartland Park, Topeka, KS
9/14-16 Colonel's Brainerd Int'l Raceway, Brainerd MN
For additional info, call (612) 332-4070, www.cra-mn.org.

FASTTRAX Sprint and Endurance Series

9/8-9 Nelson Ledges Road Course, Garrettsville, OH (3 HR)
9/29-30 Nelson Ledges Road Course, Garrettsville, OH (4 HR)
For additional info, call Bob Stanley (330) 494-8410, FAX (330) 494-8398, e-mail rstanley@neo.rr.com, www.fastone.com.

GLRRA Midwest Cycle Fest

8/26 Grattan Raceway, Grattan, MI
9/9 Gingerman Raceway, S. Haven, MI
9/23 Grattan Raceway, Grattan, MI
For additional info, call (616) 458-5888, FAX (616) 458-5740, www.midwestcyclefest.com.

GPRA Series, East Coast Region (125/250)

8/24-26 Pocono Int'l Raceway, Long Pond, PA *
* Held in conjunction with F-USA event.
For additional info, call GPRA at (501) 423-5275, FAX (501) 423-5275, www.gpra.org.

GPRA Series, West Coast Region (125/250)

9/7-9 Portland Int'l Raceway, Portland, OR *
* Held in conjunction with F-USA event.
For additional info, call GPRA at (501) 423-5275, FAX (501) 423-5275, www.gpra.org.

GPRA National Championship Final (125/250)

10/18-21 Daytona Int'l Speedway, Daytona Beach, FL *
* Held in conjunction with F-USA event.
For additional info, call GPRA at (501) 423-5275, FAX (501) 423-5275, website www.gpra.org.

HRRA Series

8/26 Hawaii Raceway Park, Ewa Beach, HI
9/23 Hawaii Raceway Park, Ewa Beach, HI
10/28 Hawaii Raceway Park, Ewa Beach, HI
11/25 Hawaii Raceway Park, Ewa Beach, HI
12/23 Hawaii Raceway Park, Ewa Beach, HI
For additional info, call (808) 541-1491, FAX (808) 832-2381, e-mail HawkGTP@aol.com, www.hrara.net.

MRA Series

8/19 Pikes Peak Int'l Raceway, Fountain, CO
9/9 Continental Divide Raceway, Mead, CO
9/30 Pueblo Motorsports Park, Pueblo, CO
10/7 Second Creek Raceway, Denver, CO
For additional info, call (303) 530-5679, www.mra-racing.org.

OMRRA Series

9/21-23 Portland Int'l Raceway, Portland, OR
10/13-14 Portland Int'l Raceway, Portland, OR
For more info, call (503) 221-1487, FAX (503) 439-6279, e-mail omrra@aol.com, www.omrra.com.

WMRRA Series

9/1-2 Spokane Raceway Park, Spokane, WA
9/30 Seattle Int'l Raceway, Kent, WA
* New Rider Clinic & Super TT
For additional info, call (425) 338-4686, www.wmrra.com.

WSMC Series

8/18-19 Willow Springs Int'l Raceway, Rosamond, CA
9/15-16 Willow Springs Int'l Raceway, Rosamond, CA
10/20-21 Willow Springs Int'l Raceway, Rosamond, CA
11/17-18 Willow Springs Int'l Raceway, Rosamond, CA
12/15-16 Willow Springs Int'l Raceway, Rosamond, CA
For additional info, call (661) 256-1234, FAX (661) 256-1583, e-mail racewillow@aol.com, www.race-wsmc.com.

CMRRA Series (50-80cc)

9/9 Adams Kart Track, Riverside, CA
10/6-7 Willow Kart Track, Rosamond, CA
11/4 Amago Raceway, Palomar, CA
12/1-2 Willow Kart Track, Rosamond, CA
* Includes Formula 3 125GP, RD 350/400, 500/650 Singles.
For additional info, call CMRRA at (909) 674-5357, e-mail racemrara@aol.com, www.racemrara.com.

AHRMA/ Progressive Suspension Historic Cup Series (Vintage)

8/25-26 Gingerman Raceway, S. Haven, MI *
9/15-16 Second Creek Raceway, Denver, CO *
10/6-7 Talladega Gran Prix Raceway, Talladega, AL *
10/20-21 Carolina Motorsports Park, Kershaw, SC *
For additional info, call AHRMA at (913) 268-4401, FAX (913) 268-4400, e-mail ahrma18@earthlink.net, www.ahrma.org.

AHRMA Masters of the Midwest Series (Vintage)

8/25-26 Gingerman Raceway, S. Haven, MI *
For additional info, call AHRMA at (913) 268-4401, FAX (913) 268-4400, e-mail ahrma18@earthlink.net, www.ahrma.org.

AHRMA Dixie Cup Series (Vintage)

10/6-7 Talladega Gran Prix Raceway, Talladega, AL *
10/20-21 Carolina Motorsports Park, Kershaw, SC *
For additional info, call AHRMA at (913) 268-4401, FAX (913) 268-4400, e-mail ahrma18@earthlink.net, www.ahrma.org.

AHRMA Heroes of the Heartland Series (Vintage)

9/15-16 Second Creek Raceway, Denver, CO *
* two complete rounds per weekend
For additional info, call AHRMA at (913) 268-4401, FAX (913) 268-4400, e-mail ahrma18@earthlink.net, www.ahrma.org.

USCRA Series (Vintage)

8/24-26 Mosport, Ontario, Canada
9/3 New Hampshire Int'l Speedway, Loudon, NH
For additional info, call (603) 226-5858, FAX (603) 225-6113, e-mail USCRA@aol.com, www.race-uscra.com.

WERA National Vintage Series

8/18-19 Texas World Speedway, College Station, TX
8/18-19 Virginia Int'l Raceway, Danville, VA

8/25-26 Talladega Gran Prix Raceway - Talladega, AL
9/1-2 Nelson Ledges Road Course, Garrettsville, OH
9/8-9 Carolina Motorsports Park, Kershaw, SC
9/14-16 Texas Motor Speedway, Justin, TX *
9/15-16 Roebing Road Raceway, Faulkville, GA
9/22-23 Virginia Int'l Raceway, Danville, VA *
10/23-28 GNF, Road Atlanta, Braselton, GA *
* Double Points
For additional info, call (770) 720-5010, FAX (770) 720-5015, www.wera.com.

Parts Canada Superbike Championship

8/31-9/2 Shannonville Motorsports Park, Shannonville, ON
For additional info, call (416) 962-7223, www.cdnsuperbike.com.

FIM Endurance World Championship

9/15-16 24hr Bol d'Or, Magny Cours, France
For additional info, call FIM at 011-41-22-950-9500, FAX 011-41-22-950-9501, e-mail fim@fim.ch, www.fim.ch.

FIM Supersport World Championship Series

8/31-9/2 Oschersleben, Germany
9/7-9 Assen, Holland
9/21-23 TBA
9/28-30 Imola, Italy
* To be confirmed
For additional info, call FIM at 011-41-22-950-9500, FAX 011-41-22-950-9501, e-mail fim@fim.ch, website www.fim.ch.

FIM European Open Championship

9/28-30 Braga, Portugal
10/5-7 Carlegena, Spain
For more info, call 011-41-22-950-9500, FAX 011-41-22-950-9501, www.fim.ch.

FIM European Superstock Championship Series

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9/7-9 Assen, Holland
9/21-23 TBA
9/28-30 Imola, Italy
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FIM Sidecar World Championship Series

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9/7-9 Assen, Holland
9/21-23 TBA
9/28-30 Imola, Italy
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8/23 Pocono Int'l Rwy, Long Pond, PA (S, R, P) (F-USA)
9/6 Portland Int'l Rwy, Portland, OR (S, R, P) (F-USA)
9/12 Willow Springs Int'l Rwy, Rosamond, CA (S,R) (AMA)
9/13 Willow Springs Int'l Rwy, Rosamond, CA (Pro Practice) (AMA)
10/17 Daytona Int'l Spdw, Daytona Bch, FL (S, R, P) (F-USA)
S=School, R=Ride, P=Practice
For additional info, call Team Hammer at (909) 245-6414, FAX (909) 245-6417, e-mail school@teamhammer.com, www.teamhammer.com.

AMA/ASMA Open Practice/ Track Days

9/8 Arroyo Seco Motorsports Complex, Deming, NM
10/13 Arroyo Seco Motorsports Complex, Deming, NM
For additional info, call (505) 544-3440, FAX (505) 544-3444

Ed Bargy Racing School

8/24 Talladega Gran Prix Raceway, Talladega, AL
9/7 Carolina Motorsports Park, Kershaw, SC
9/14 Roebing Road Raceway, Faulkville, GA
10/5 Gateway Int'l Raceway, Fairmont City, IL
11/3-4 Talladega Gran Prix Raceway, Talladega, AL
12/1-2 Talladega Gran Prix Raceway, Talladega, AL
For additional info, call (770) 745-7809, FAX (770) 739-4117, www.edbargyracingschool.com.

California Superbike School

8/27 Pikes Peak Int'l Raceway, Fountain, CO
8/28 Pikes Peak Int'l Raceway, Fountain, CO
9/6-7 Streets of Willow, Rosamond, CA
9/8 Streets of Willow, Rosamond, CA
9/9 Sears Point Raceway, Sonoma, CA
9/24 Watkins Glen Int'l Raceway, Watkins Glen, NY
9/25 Watkins Glen Int'l Raceway, Watkins Glen, NY
9/26-27 Watkins Glen Int'l Raceway, Watkins Glen, NY
10/1 Virginia Int'l Raceway, Danville, VA
10/2 Virginia Int'l Raceway, Danville, VA
10/3-4 Virginia Int'l Raceway, Danville, VA
10/8 Texas World Speedway, College Station, TX
10/9 Texas World Speedway, College Station, TX
10/27-28 Streets of Willow, Rosamond, CA

11/3 Streets of Willow, Rosamond, CA
 11/4 Streets of Willow, Rosamond, CA
 11/TBA Laguna Seca, Monterey, CA
 For additional info, call (818) 841-7661, FAX (818) 841-7019,
 www.superbikeschool.com.

Keith Code's R.A.C.E. School

8/20-21 Streets of Willow Springs, Rosamond, CA
 10/29-30 Streets of Willow Springs, Rosamond, CA
 11/28-29 Streets of Willow Springs, Rosamond, CA
 For additional info, call (818) 841-7661, FAX (818) 841-7019,
 www.superbikeschool.com.

CLASS Motorcycle Schools

8/30-31 Seattle Int'l Raceway, Kent, WA
 9/3 Portland Int'l Raceway, Portland, OR
 9/17 Streets of Willow, Rosamond, CA
 10/15-16 Sears Point Raceway, Sonoma, CA
 10/16 Sears Point Raceway, Sonoma, CA
 10/25 Streets of Willow, Rosamond, CA
 10/26 Streets of Willow, Rosamond, CA
 11/1 Streets of Willow, Rosamond, CA
 11/2 Streets of Willow, Rosamond, CA
 For additional info, call (805) 933-9936, FAX (805) 933-9987,
 website: www.classrides.com.

Cornerspeed Racing School

8/17 Virginia Int'l Raceway, Danville, VA (N)
 9/21 Virginia Int'l Raceway, Danville, VA (N)
 9/26 Virginia Int'l Raceway, Danville, VA (N)
 9/27 Virginia Int'l Raceway, Danville, VA (S)
 For additional info, call (704) 332-3147, FAX (704) 332-3140,
 e-mail 1fastguy@mindspring.com, www.cornerspeed.net.

Club PCS Open Track Days

9/1-2 Talladega Gran Prix Raceway, Talladega, AL
 9/22-23 Virginia Int'l Raceway (South course), Danville, VA
 10/29-30 Moroso Motorsports Park, W. Palm Beach, FL
 11/17-18 Virginia Int'l Raceway (North course), Danville, VA
 11/24-25 Carolina Motorsports Park, Kershaw, SC
 For additional info, call (904) 451-9493, FAX (904) 253-3578,
 e-mail coldduc@pcsdailytona.com,
 www.pcsdailytona.com/clubpcs.htm.

dP Safety School

8/17 Sears Point Raceway, Sonoma, CA
 8/23 Laguna Seca Raceway, Monterey, CA
 9/24 Laguna Seca Raceway, Monterey, CA
 10/1 Thunderhill Raceway, Willows, CA
 10/15 Buttonwillow Raceway, Buttonwillow, CA
 11/13 Sears Point Raceway, Sonoma, CA
 11/19 Laguna Seca Raceway, Monterey, CA
 For additional info, call (805) 772-8301, FAX (805) 772-5929.

Fastrack Riders Track Days

8/17 Streets of Willow, Rosamond, CA
 8/31 Willow Springs Int. Raceway, Rosamond, CA
 9/7 Willow Springs Int. Raceway, Rosamond, CA
 10/19 Willow Springs Int. Raceway, Rosamond, CA
 11/16 Streets of Willow, Rosamond, CA
 11/30 Willow Springs Int. Raceway, Rosamond, CA
 12/14 Willow Springs Int. Raceway, Rosamond, CA
 For additional info, call (562) 699-2305.

FASTTRAX Advanced Street Riding School

9/8 Nelson Ledges Road Course, Garrettsville, OH
 9/28 Nelson Ledges Road Course, Garrettsville, OH
 For additional info, call Bob Stanley (330) 494-8410,
 FAX (330) 494-8398, e-mail rstanley@neo.rr.com,
 www.fastone.com.

FASTTRAX Racing School & Open Practice

8/31 Nelson Ledges Road Course, Garrettsville, OH
 9/29 Nelson Ledges Road Course, Garrettsville, OH
 For additional info, call Bob Stanley (330) 494-8410, FAX (330) 494-8398, e-mail rstanley@neo.rr.com, www.fastone.com.

HRRA Track Days

9/9 Hawaii Raceway Park, Ewa Beach, HI
 10/14 Hawaii Raceway Park, Ewa Beach, HI
 11/11 Hawaii Raceway Park, Ewa Beach, HI
 12/16 Hawaii Raceway Park, Ewa Beach, HI
 For additional info, call (808) 541-1491, FAX (808) 832-2381,
 e-mail HawkGTP@aol.com, www.hrha.net

Hyperclub Open Track Days

9/10 Willow Springs Int'l Raceway, Rosamond, CA
 10/29 Willow Springs Int'l Raceway, Rosamond, CA
 11/29 The Streets of Willow, Rosamond, CA
 12/10 The Streets of Willow, Rosamond, CA
 For additional info, call (818) 988-8860, FAX (818) 988-8834,
 e-mail hypercycle@1stconnect.com www.hyperclub.la

Learning Curves Roadrace School

8/18 Rausch Creek Motorsports Park, Valley View, PA
 8/25 Blackhawk Farms, S. Beloit, IL
 8/29 Blackhawk Farms, S. Beloit, IL***
 9/1 Roebing Road, Faulkville, GA
 9/8 Blackhawk Farms, S. Beloit, IL
 9/15 Gateway Int'l Raceway, Madison, IL
 9/22 Rausch Creek Motorsports Park, Valley View, PA
 10/6 Gateway Int'l Raceway, Madison, IL
 10/6 Virginia Int'l Raceway, Danville, VA
 11/3 Carolina Motorsports Park, Kershaw, SC
 *Sport/Street Track Day (No License Required)
 **Advanced Racing Clinic (Licensed Racers Only)
 ***Buell Rider Adventure Group (No License Required)
 For additional info, call (414) 327-0140,
 www.learningcurves.com

MARRC Roadracing School

9/8 Summit Point Raceway, Summit Point, WV
 10/13 Summit Point Raceway, Summit Point, WV
 For additional info, call Karen or Scooter Ball (301) 937-4834,
 or Brian Summers (703) 222-6655 (no calls after 10:00 p.m. ET,
 e-mail racrbri@erols.com, www.marrc.org.

Midwest Track & Sport Riders Track Days

9/13 Blackhawk Farms, S. Beloit, IL
 For additional info, call Joe Eaton (815) 962-1210 days, or
 (815) 629-2313 nights, e-mail spjoe@aol.com,
 www.midwesttrackriders.org.

Mosport Open Track Days

8/18 Mosport Int'l Raceway, Mosport, ON
 8/19 Mosport Int'l Raceway, Mosport, ON
 9/3 Mosport Int'l Raceway, Mosport, ON
 For additional info, call (905) 655-5403, www.mosport.com

Motospeed Racing Track Days

9/13 Pocono Int'l Raceway (East Course), Long Pond, PA
 10/12 Pocono Int'l Raceway (East Course), Long Pond, PA
 For additional info, call Motospeed Racing (718) 779-0300.

Northeast Sportbike Association (NESBA)

Track Days
 8/18-19 Blackhawk Farms, S. Beloit, IL
 8/18 Pocono Int'l Raceway (2.5-mile course), Long Pond, PA
 9/9 Pocono Int'l Raceway (East course), Long Pond, PA
 9/14-15 Rausch Creek Motorsports Park, Valley View, PA
 9/16 Virginia Int'l Raceway (North course), Danville, VA
 9/22-23 Blackhawk Farms, S. Beloit, IL
 9/29-30 Virginia Int'l Raceway (South course), Danville, VA
 10/6-7 Pocono Int'l Raceway (East course), Long Pond, PA
 10/13-14 Rausch Creek Motorsports Park, Valley View, PA
 10/20-21 Putnam Park Road Course, Mt. Meridian, IN
 11/3 Summit Point Raceway (Jefferson Circuit), Summit Point, WV
 11/3-4 Gateway Int'l Raceway, Madison, IL
 11/17-18 Carolina Motorsports Park, Kershaw, SC
 For more info, call/ FAX (877) AT-NESBA, www.nesba.com.

OMRRA Race School

9/21 Portland Int'l Raceway, Portland, OR
 For more info, call (503) 221-1487, FAX (503) 439-6279, e-mail
 omrria@aol.com, www.omrria.com.

Pacific Super Sport Riders, Track Days and Rider Safety Schools

9/20 Portland Int'l Raceway, Portland, OR
 10/12 Portland Int'l Raceway, Portland, OR
 For additional info, call (503) 614-1965, FAX (503) 439-6279,
 www.pssrtrack.com

Penguin Racing School

8/17 New Hampshire Int'l Speedway, Loudon, NH
 8/29 New Hampshire Int'l Speedway, Loudon, NH**
 8/31 New Hampshire Int'l Speedway, Loudon, NH**
 9/26 New Hampshire Int'l Speedway, Loudon, NH**
 9/28 New Hampshire Int'l Speedway, Loudon, NH
 12/3 North Florida Motorsports Park, Jennings, FL
 12/7 Homestead Motorsports Complex, Homestead, FL
 ** Street Rider Track Day
 For additional info, call (508) 339-4673, FAX (508) 339-5760.

Kevin Schwantz Suzuki School

10/23 Road Atlanta, Braselton, GA
 10/29 Road Atlanta, Braselton, GA
 For additional info, call (800) 849-RACE, website:
 www.schwantzschool.com.

STAR Motorcycle School

8/20-21 Geringman Raceway, S. Haven, MI
 8/27-28 Second Creek, Denver, CO
 9/10-11 Virginia Int'l Raceway, Danville, VA
 9/22-23 Carolina Motorsports Park, Kershaw, SC
 10/4-5 Motorsport Ranch, Cresson, TX
 10/15-16 Thunderhill Park, Willows, CA
 10/22-23 Buttonwillow Raceway, Buttonwillow, CA
 For additional info, call (805) 658-6333,
 www.starmotorcycle.com.

Summit Point Practice Days

10/3 Summit Point Raceway, Summit Point, WV
 For additional info, call Roger Lyle (301) 933-2599,
 e-mail RogerLyle@erols.com, www.marrc.org.

Team Pro-Motion School And Track Days

8/17 Rausch Creek Raceway (CCS School), Valley View, PA
 8/21 Pocono Int'l Raceway (F-USA Course), Long Pond, PA
 9/1-2 Pocono Int'l Raceway (East Course), Long Pond, PA
 9/6 Rausch Creek Raceway (School), Valley View, PA
 9/15 Pocono Int'l Raceway (East Course), Long Pond, PA
 9/20 Rausch Creek Raceway (CCS School), Valley View, PA
 9/22-23 Virginia Int'l Raceway (South Course), Danville, VA
 10/13 Pocono Int'l Raceway (North Course), Long Pond, PA
 10/14 Pocono Int'l Raceway (East Course), Long Pond, PA
 10/20-21 Rausch Creek Raceway, Valley View, PA
 11/4 Summit Point Raceway (Jefferson Circuit), Summit Point, WV
 11/5 Summit Point Raceway, Summit Point, WV
 11/17-18 Virginia Int'l Raceway (North Course), Danville, VA
 For additional info, call (215) 675-5080,
 www.teampromotion.com.

Visionsports Riding Schools

8/23 Blackhawk Farms, S. Beloit, IL
 For additional info, call (262) 594-3883, FAX (262) 594-3883,
 e-mail visionsprt@netwurx.net, website www.team-visionsports.com.

TEAM Arizona TrackTime

9/14 Phoenix Int'l Raceway, Avondale, AZ
 11/19 Phoenix Int'l Raceway, Avondale, AZ
 12/17 Phoenix Int'l Raceway, Avondale, AZ
 For additional info, call (480) 998-9888, e-mail: info@motorcy-
 cletraining.com, website: www.motorcycletraining.com.

WSMC New Racer School

8/18 Willow Springs Int'l Raceway, Rosamond, CA
 9/8 Willow Springs Int'l Raceway, Rosamond, CA
 10/20 Willow Springs Int'l Raceway, Rosamond, CA
 11/7 Willow Springs Int'l Raceway, Rosamond, CA
 12/15 Willow Springs Int'l Raceway, Rosamond, CA
 For additional info, call (661) 256-1234, FAX (661) 256-1583,
 e-mail racewillow@aol.com, www.race-wsmc.com

American Supercamp (Dirt Track Training)

8/20-21 Mead, CO
 9/21-22 Spokane, WA
 9/23-24 Spokane, WA
 10/5-6 Santa Rosa, CA
 10/7-8 Santa Rosa, CA
 10/19-20 Colton, CA
 10/21-22 Colton, CA
 11/2-3 Harrington, DE
 11/4-5 Harrington, DE
 11/9-10 Talladega, AL
 11/11-12 Talladega, AL
 For additional info, call (970) 669-4322, FAX (970) 669-6102,
 www.americansupercamp.com.

RACING ON TV

Speedvision

8/26 AMA Superbike, Fountain, CO 4:00p.m. (Live)
 8/26 500cc GP Brno, Czech Republic 9:00p.m. (SDD)
 8/26 250cc GP Brno, Czech Republic 10:00p.m. (SDD)
 8/28 AMA 600 Supersport, Fountain, CO 9:00p.m. (TD)
 8/28 AMA 750 Supersport, Fountain, CO 9:00p.m. (TD)
 9/2 World Superbike, Race 1, Oschers, Ger 8:00p.m. (SDD)
 9/4 World Superbike, Race 2, Oschers, Germany 8:00p.m. (TD)
 9/9 World Superbike, Race 1, Assen, Holland 8:00p.m. (SDD)
 9/9 500cc GP Estoril, Portugal 9:00p.m. (SDD)
 9/9 250cc GP Estoril, Portugal 10:00p.m. (SDD)
 9/11 World Superbike, Race 2, Assen, Holland 8:00p.m. (TD)
 9/16 AMA Superbike, Rosamond, CA 5:00p.m. (Live)
 9/18 AMA Formula Xtreme, Rosamond, CA 8:00p.m. (TD)
 9/18 AMA 600 Supersport, Rosamond, CA 9:00p.m. (TD)
 9/18 AMA 750 Supersport, Rosamond, CA 9:00p.m. (TD)
 9/12 World Superbike, Race 1, Location TBA 8:00p.m. (SDD)
 9/23 500cc GP Valencia, Spain 9:00p.m. (SDD)
 9/23 250cc GP Valencia, Spain 10:00p.m. (SDD)
 9/25 World Superbike, Race 2, Location TBA 8:00p.m. (TD)
 9/30 AMA Superbike, Alton, VA 3:00p.m. (Live)
 9/30 World Superbike, Race 1, Imola, Italy 8:00p.m. (SDD)
 10/2 World Superbike, Race 2, Imola, Italy 8:00p.m. (TD)
 10/2 AMA 600 Supersport, Alton, VA 9:00p.m. (TD)
 10/2 AMA 750 Supersport, Alton, VA 9:00p.m. (TD)
 10/7 500cc GP Rio, Brazil 9:00p.m. (TD)
 10/7 250cc GP Rio, Brazil 10:00p.m. (SDD)
 10/20 AMA Formula Xtreme, Alton, VA 8:00p.m. (TD)
 10/21 500cc GP Molegi, Japan 9:00p.m. (SDD)
 10/21 250cc GP Molegi, Japan 10:00p.m. (TD)
 10/28 500cc GP Phillip Island, Australia 9:00p.m. (SDD)
 10/28 250cc GP Phillip Island, Australia 10:00p.m. (SDD)
 11/4 500cc GP Sepang, Malaysia 9:00p.m. (SDD)
 11/4 250cc GP Sepang, Malaysia 10:00p.m. (SDD)
 11/30 World Superbike Venues, Year in Racing 8:00p.m. (TD)
 12/4 AMA Superbike Venues, Year in Racing 8:00p.m. (TD)
 12/11 500cc GP Venues, Year in Racing 8:00p.m. (TD)
 (SDD) = Same Day Delayed; (TD) = Tape Delayed.
 (All times Eastern)

Warning!

Event dates and locations are subject to change by promoters and sanctioning bodies. Before you set out on a cross-country trek, verify the event date and location. That's why we list phone numbers for additional info.

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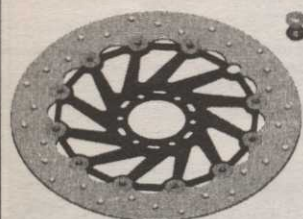
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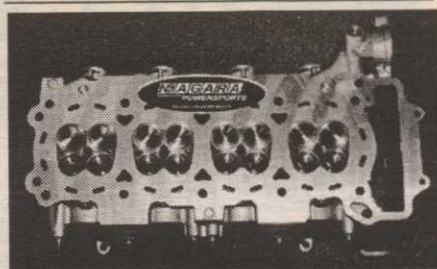
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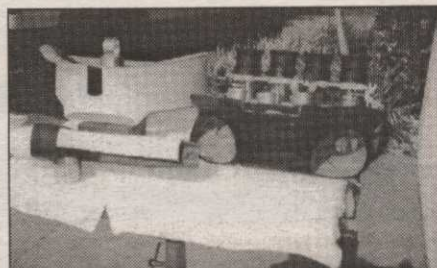
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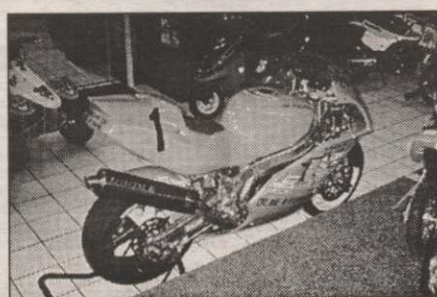
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Nov.	Sep. 11	Oct. 16
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1998-2001 R1's Ramair Box. Fiberglass \$900; carbon - call for price. Trapdoor for plugs extra charge. Best Ramair box on the market. 10-15hp. Available for 2001 GSXR750 and 2001 GSXR1000, and Suzuki 1300. Money back guarantee within 30 days. <http://welcome.to/superiorairflow>. Mark (954) 680-2791. (954) 553-4679. (FL)



1994 Kawasaki ZX7R with 9R motor, 178 hp, no expense spared, lots of spare parts like Marchesini rims, etc. Total invested: \$40K. Asking \$7500 OBO. Shipping, no problem. Bike in S. Florida. Call (305) 618-6778. (FL)

Sport bike parts: All kinds available in stock, Yamaha, Suzuki, Kawasaki, Honda. Mastercard, VISA, American Express, Discover, and COD. Corey Cycles. New Orleans, Louisiana. (504) 915-4542, (504) 486-5078. (LA)

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Yamaha R7 with 187hp R1 motor. Professionally installed. Ohlins, Marchesinis, Data Acquisition. Ultimate Formula-X bike. Motor has only three races on it. Entire bike is very fresh. Make offer. (805) 402-6586. (CA)

GSXR Parts: Penske shock with spring, race bodywork, Airtech Pre-2001. Never mounted. Two LP windscreens. 1997 600 forks. Rear wheel with rotor and drive. Assorted Vortex 520 sprockets. Honda 900RR: Erion titanium exhaust, complete system, new. (810) 231-1382. (MI)

2000 SV650. Never raced. 275 miles. Traxxon Dynamic front, Penske, WER damper, D&D exhaust, Pilots, Sharkskinz still in box, steel lines. Includes all stock parts. \$6500. (734) 426-3974. (MI)

1994 Ducati M900 Monster. Yellow, very low mileage. Bike in racing trim, never raced or down, very clean. Maintained and set up by Y2K AMA Pro-Thunder Champion Jeff Nash. Too many trick parts to list, call for parts list. All stock equipment included. Easy conversion to street legal. \$19,000 invested, \$7500 OBO. Ted, (505) 660-9700. (NM)

Ducati 944. Beautifully built. Best of everything. TI rods, Dell Orto carbs, full Termighoni exhaust, Marchesini, Ohlins, fresh rebuild on motor. \$30,000 invested. \$10,000 OBO. Delivery available. (781) 370-1030. (MA)

1992 Honda RS250. Very fast, many spares including cylinders, cranks, gearing, electrical, etc. Ready to race \$4200 OBO. Extra set of Marchesini magnesium wheels. (636) 405-2466. (MO)

2000 Suzuki SV650. Ready to race. Sharkskinz, M4, Vortex, Race Tech, Michelin, Autometer tach, steel lines. 500 street miles, 200 track miles. Never raced, never dropped. Possible delivery in FL. Moving, must sell. \$6000. (727) 939-8460. (FL)

1996-2001 GSXR parts. Plastics, tanks, wheels, brakes, race glass, and misc. parts. Clean, low mileage. Race take-offs. (559) 273-7711. (CA)

1997 GSXR600. 1998 CCS SE Sportbike Champion, not raced in 1999. Yoshimura Duplex exhaust, Yoshimura clip-ons, Race Tech fork and shock, KWS motor. Race ready needs nothing, very strong bike, \$5000 OBO. Jacksonville, FL. (904) 880-0048. (FL)

1999 R6, race ready. Full M4, Dynojet kit, dented tank, was crashed twice. Just got back from GMD Computrack, they "optimized the bike." Ready to race. Have crashed fairing. Stock gearing. Ohlins rear shock and forks done by Traxxon Dynamics. \$5200 OBO. tb3@direcpc.com. (301) 370-8492. (MD)

Parting out wrecked sportbikes. 1996-1999 GSXR750, 2000-2001 ZX6, 2000-2001 R6. Fairings, engine parts, wheels, carburetors and miscellaneous. (510) 317-6625. (CA)

1988 Honda RC30. Restored for current road use, Kyle Racing motor, new pistons, valves, rods, crank. Ohlins Type 4, RC45 rear wheel, F3 front with Pilots, AP Lockheed Superbike brake system, custom high mount exhaust. Bodywork very good to excellent. Absolutely howling V4. \$13,400, negotiable. Photos available by E-mail. epjzoom@earthlink.net. (415) 552-6751. (CA)

1996 GSXR750. New front end, new and used plastics, Ohlins, Graves, Yoshimura clutch cover, Micron titanium exhaust, spare engine. Not raced in two seasons. \$5000 OBO. Also 1993 888 titled frame, perfect \$1300. kii00@hotmail.com. (773) 531-3316. (IL)

Two brand new RC45 750cc V&M race-tuned engines. Titanium parts with billet cranks. Run in on dyno. 161 bhp at rear. 10,000 pounds sterling each, negotiable. Shipping may be included. (979) 224-4342. (TX)

YZF, ZX7R, ZX6R parts. New YZF body, cranks, cylinders, early ZX6R subframe, tank, race forks, engine, 1996-up ZX7R swingarm, engine. 1999 R1, blackbird exhaust. After 5:00 p.m. (423) 581-1181. (TN)

FZR400. GSXR front end, F2 rear wheel, 78 rwhp, race kit wiring and exhaust. Some spares. \$5000 OBO. Must sell. tedster42@hotmail.com. (920) 583-2097. (WI)

1998 TZ250. New bodywork, Ohlins, Marchesini, no spares. \$8000. (310) 739-1379. (CA)

115 Horsepower R6. A performance package is now available for the Yamaha R6 that produces 115hp at the rear wheel. Call Dano's Motorcycle Performance Services for the details. (562) 692-9888. (CA)

Ducati 996 Corse race bike. Magnesium swingarm, Ohlins forks, C/K fairing two sets, Marvic wheels (2 sets), Brembo folding levers, billeted brakes, VEE two engine, titanium frame, aluminum tank, slipper clutch, 54mm arrows, rearsets, new cylinders, twin injectors, new Dunlop 208's. Deliver anywhere. \$27,000, negotiable. Ltryan@attglobal.net. (Philippines)

1999 Suzuki GSXR600. Race ready. Titanium Yoshimura exhaust, MJN, K&N, Protek rearsets, 520 with extra gearing, frame and bar savers, D207's, Race Tech front/rear, Eibach spring. \$5500. Call for more details. fowler_4@msn.com. (630) 588-9018. (IL)

Aprilia RSV R 2000 race bike. 124hp, chip, PC II, cams, head work, throttle bodies, new 207's, 520 kit, race body work, never down. Asking \$11,900. Baby on the way! Must sell soon, call any time. Dave. moomoo@iis.com. (810) 459-1806. (MI)

Must Sell - Quit racing. 1991 Bandit 400. 1998 Lightweight regional championship bike, very inexpensive to race, reliable, fresh top end, works shock, Race Tech forks, pipe, jet kit, damper, manual, stand, spares and more. Great track day bike or first race bike. Fun bike to learn how to really corner well. You won't find a better bike this reasonable. \$1600 takes it. Ron e-mail rongilbert1@home.com. (609) 261-0820. (NJ)

1994 TZ125. Front/Rear Stands. Brembo front caliper, free floating disk, airbox, good spares, all gearing, rain tires. Serious inquiries only. \$2500. Possible shipping paid. sykesb@hotmail.com. (540) 776-8387. (VA)

R1 Graves High Rise Pipe and Ram Air Kit, \$750. F3 side fairings, \$200. Dale Walker full electric shifter, \$275. Six inch over chrome Busa arm, \$500. Complete ZX6E front and rear end, \$400. (615) 643-7285. (TN)

2000 Suzuki GSXR750. Supersport prepped. Hindle titanium, Dynojet, DID 520 X-ring, AFAM, EBC, LE, Goodridge -2, Sharkskinz, Graves, Toby, etc. Some spares. Excellent condition. 950 miles Have street parts and clear title. \$8200 OBO. cjpeterston@us.fortis.com. (816) 674-5991. (MO)

Motorcycle race mechanic needed to work with Team Graves Motorsports Yamaha racing team. Must be knowledgeable in basic shop mechanics with clean fit and finish. Must be willing to travel. Contact: Chuck, Graves Motorsports. (818) 902-1942. (CA)

Doug Polen's 2000 Formula USA 996S. All carbon Kevlar bodywork, full Termignoni exhaust, FIM chip, Lindemann front, Ohlins shock, 520 chain conversion, Marchesini wheels. All motor work by Full Spectrum Racing in Orlando, Florida. 135 plus rear wheel hp. Includes all street plastic, and can be made street legal. Purchase of bike includes flying you to Dallas and meeting Doug Polen himself! With picture opportunities and question and answer session. \$27,500. Call Italian Motorsports Dallas, Texas. Texas' number one Ducati dealer. (972) 488-2453. (TX)

1996 CBR600F3. Sharkskinz, solo tail, Attack rearsets, Fox shock, Race Tech front end, full exhaust, stainless lines, EBC pads, new clutch. Race ready, needs nothing. \$3800. 2000 GSXR750, 3000 miles, all stock, mint \$7800. (330) 527-4822. (OH)

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Superhawk Parts. Penske shock only three races, \$850 new, asking \$400. Gearing and Sharkskin, crash damage on upper. Make offer on gearing and Sharkskin Jim racerboy224@yahoo.com. (970) 276-3002. (CO)

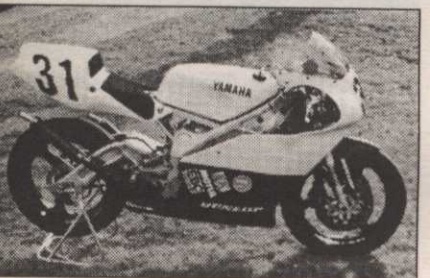
Parting Out 1998 ZX6R. Radiator, carbs, engine, wheels, Muzzy exhaust, new EBC pro-lite rotors, new brake calipers, new Fastline braided stainless steel brake lines, AFAM sprocket and chain, new Barnett clutch. Or will sale whole bike. Call Todd for details, please leave message. tsw1480@aol.com. (618) 251-2080. (IL)

Wanted: 1998 or newer race ready 750. I am looking for a 1998 or newer race ready 750, preferably in Texas. Please email pictures if available. jamie_pierson@hotmail.com. (214) 821-5140. (TX)

Kushitani Phantom One Piece Leathers. Size XS which is about 36 jacket and 29-30 pants, black/red/silver. Worn twice, new knee pucks included, \$750. Dianese Belzebo one piece leathers. Size 46, same as above, black and red used, perfect condition, \$350. Shoei X9 Scott Russell replica helmet, red/black/white, size small, perfect, \$200. Pictures at <http://www.speedmadness.com/PartsforSale.html>. racerx@speedmadness.com. (248) 435-7047. (MI)

Suzuki TL1000R. Full M4, Race Tech, Fox shock, Toby damper, spares, etc. Very low race mileage, very solid with clean title. Delivery possible. \$6200. E-mail for details. lbn@satx.rr.com. (210) 558-6120. (TX)

1997 GSXR600. Race ready, Airtech, D&D, Fox shock, Dynojet, Protek, Woodcraft, with spares. Plus Haulmark 6x12. Immaculate and original owner. \$8000 takes all. (412) 795-4152. (PA)



1993 Yamaha TZ250. Extra wheels with rains, extra cylinders, two heads, three sets extra bodywork, jetting, internal and external gearing, stands, manuals, tons of other spares. Call for more information, \$5600 OBO. (616) 649-2491. (MI)

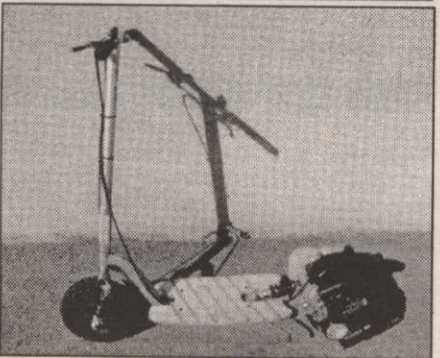
2000 Yamaha R6. Excellent condition, Penske, Race Tech, CFM, Vortex, Hindle, Airtech, Goodridge, Factory, more. \$7000. (410) 876-0800, (410) 458-6233. (MD)

1997 Ducati 916 Engine/Transmission. Very low miles, complete with fuel injection and starter, \$3000. Stock Showa forks with Lindeman re-valve and titanium nitrated, complete with triple clamps, \$1450. Fiberglass fuel tank, painted red with Ducati emblems, complete with fuel pump, \$2200. Magnesium swingarm complete with hub, rotor, caliper, \$2700. Front and rear Marchesini's with iron Brembos, \$1700. New white plate SPS tailsection complete with seat, \$550. Ohlins steering damper, \$300. Ohlins slippers, \$300. Stock slippers, \$200. Stock and racing bodywork, computer, headlight, carbon parts, adjustable rear set, much more. (949) 378-6623. (CA)

1999 CBR4F. Raced one season, 1000 miles. Computrack, Woodcraft, K&N, two sets stock bodywork, one set race, spare wheels, two tanks, front and rear Pit Bulls, tire warmers, etc. Lots of spares, \$8500 for everything, getting out of racing. (478) 405-8160. (GA)

1996 GSXR750. 1997 motor with one season. M4, Traxxon, Fox, V&H Powerpack, spare wheels with rotors. \$4000 Must sell, retiring from racing. roadracr1@aol.com. (314) 605-8468. (MO)

Wanted: 1994-1997 Kawasaki ZX9R complete engine and engine parts. (No carbs and electrics). habu@lemooren.net.com. (599) 924-0509. (CA)



Scooter. Way better than a Go-ped. 40cc, front and rear suspension, clutch. Also have trailer for it. \$850 for the scooter, \$140 for the trailer. (408) 445-0144. (CA)

1996 GSXR Supersport 750 Race Bike. Ex-Valvoline Suzuki bike. New clutch, top end. Great handling bike. \$4000. (510) 208-3273. (CA)

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1976 Yamaha RD400. AHRMA and WERA race ready, plus all original street equipment. Fast and fun bike. 1985 CCS NE region champ. Excellent condition for track or street, \$1100. (401) 885-5713. (RI)

1995 900RR Superbike 945cc. RES, 145hp motor, Carillo rods flatslides, Erion head and cams, etc., Race Tech, Ohlins, two sets PM wheels, D&D. Many race spares, \$6000. E-mail: teambearsouth@yahoo.com. (817) 337-0421. (TX)

Dainese Techno One Piece Race Suit. Never raced. Completely mint, black and red in color. Size 56, only for \$800. E-mail trakspeed1@aol.com or call (718) 352-8417. (NY)

1997 GSXR600. Supersport spec. Ohlins. Yosh cams. GMD Computracked. EBC Superlight rotors. Spares include wheels. Fast and babied, but daddy needs money for school. \$5500 OBO. editor@shiftmagazine.tv. (909) 899-1545. (CA)

1998 TL1000R Race Bike For Sale. 128hp, 425 lbs wet, two sets Sharkskin, Penske shock, Race Tech forks, PC2, braided lines. \$6500 OBO. cbrking@yahoo.com. (703) 566-7753. (VA)

1997 Suzuki GSXR600. Black, gray and purple, 4000 miles. Ready for race or street! Includes the following: steering damper, braided brake lines, stock brake lines, Race Tech Gold Valve front suspension, assortment of gearing, extra chain, five used front tires, additional full race fairing (GP body), Pit Bull front and rear stand, race brake fluid. Suzuki magnetic tank bag. Helmet, Arai - white, DOT and Snell. One piece HGV leathers, blue, white, black, full armor, with back protector. Two piece leathers, red, white, black - includes size 11 boots. Gloves, red, white, black - extra padding, leather and Kevlar. More as I find it. \$5700. brennonos@hotmail.com. (304) 384-7898. (WV)

1998 Honda A-Kit PGM Unit and wire harness. Software for leaded fuel included. More parts available for Honda TSR. Located in Europe - The Netherlands. e-mail pieper@solcon.nl. (0031) 653-381377. Fax (0031) 341-361401. (The Netherlands)

1998-2001 Kawasaki ZX6R Race Parts. New bodywork, painted green, \$350. Kit parts: transmission, \$300; cams, \$400; black box, \$400. Street parts: big box with 2-3 sets of stock turn signals, tail lights, mirrors, brake lines, sprockets, rearsets, kickstands, grab handles etc., \$250. cfmotors@aol.com. (508) 339-5772. (MA)

Fox Shock For Pre-2000 GSXR. Rebuilt by Keith Perry with 425 lb spring, \$235. I'll pay shipping. sergmt@aol.com. (912) 748-8732. (GA)

1999 ZX9R. Green/purple/gray. Adult owned, garage kept. Muzzy exhaust, Fastlines, EBC, 130hp. Solo-seat cowl, excellent condition. Never raced. Mechanically perfect. \$7400 OBO. xring@voicenet.com. (610) 323-1855. (PA)



Yamaha TZ250. Motor built and maintained by Steve Biganski. Updated chassis geometry. Ohlins rear shock, Marchesini wheels. Spare cranks, cylinders, heads, pistons, jetting, gearing, pipes and more. \$9000. Larry-roberts99@aol.com. (760) 822-6457. (CA)

Aprilia RSVR1000 racebike. 126hp, Blackman's motor, Ohlins suspension, race bodywork, 520 kit, Leo Vinci exhaust, new 207's, tank foam. Never down. Will deliver. \$11,900. (810) 459-1806. (MI)

2000 Aprilia RS250. Low-sided, new job, no time to fix or race. \$5000. (256) 726-4963. (AL)

Vanson Roadrace Leathers. U.S. 50, blue, white, Suzuki lettering. Plastic covered sponsor patches. Full armor ventilation. New, never worn. Alpinestars GP Tech, blue, white U.S. 9 1/2, new. Sell both \$1200. (630) 627-5354. (IL)

For Sale: 1994 RS125. Excellent condition, practically new, raced only four times. Many spares. Time to pay back student loans. Must sell! \$2650. mash-hadian@aol.com. (408) 399-8831. (CA)

1994 TZ250. Very clean, fresh engine, crank top end. New body work polished frame and swing arm. Loads of spares! \$5900. E-mail Sean srwelborn@aol.com. Call (703) 303-6638 or (703) 313-8320. (VA)

RZ350. Must sell. Has Marchesini super light wheels, Tz250R front end, FZ600 swing arm and more. \$3500 OBO. PS Delta rollers for \$100. Brt972@mpinct.net. (352) 735-3322. (FL)

Yamaha R1 link that increases ride height 15mm. 7075-T6 aluminum clear anodized, race-tested, \$79.95 without bearings; \$109.95, ready to bolt on, plus shipping and tax. Kit to provide ride height adjustment for GSXR, \$129.95. CNC machined from 7075-T6. See www.engineeredracingproducts.com for more details. Dealers wanted. Fzr1000@thevine.net. (661) 250-9762. (CA)



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1999 R6 Parts: Frame, clean title, \$725; engine, \$1000; forks \$400; front brakes, complete, \$250. Plus other parts. Call (505) 486-1245 or (505) 334-8223. (NM)

1996-1999 GSXR600 and 750, mirror bracket, \$50. 1998-2001 ZX6R. 1996-2001 ZX7R. Call Brackets Worldwide, Inc. or online at www.venegaracing.com. (305) 586-3579. (FL)

Engines for sale: 2000 929, 1999 GSXR600, 1998 CBR 900RR, 1996 GSXR 750, 1995 ZX9, some available with carb kits. 1999 GSXR 600 will part or sell whole, \$3400. www.wkcyclesports.com. (607) 359-3699. (NY)

2000 Aprilia RS250 Excellent Condition. Raced only twice, never down. Extra fork springs, front and rear sprockets, and front and rear stands included in sale. Perfect lightweight racing bike. (868) 871-1800. (CT)

Front and rear wheel and tire assembly w/ new Michelin slicks for GSXR750, \$825. Will sell separate. New Tyrsox, \$250; perfect Joe Rocket high-side 2-piece fall armour, 360 degree zip racing suit, size 50, \$300. Pit Bull front and rear bike stands; stock exhaust for GSXR750, \$50; gas tank. (530) 582-5165. (CA)

1994 Ducati 900 SS/SP. 1995 National Champion, stored since 1996. Too much to list, many spares. Best of everything. \$6500. (765) 563-3882. (IN)

1992 RS250 Honda, \$3200. 1996 GSXR tank, 1993 F2 tank, 900RR Fox shock, SV650 front fork and rotors. GSXR rear wheels. Tarner356@aol.com. (405) 445-0144. (CA)

1998 R1, Street and Race. 11,000 km. Sharkskin, Race Tech, Ohlins damper and shock, spare Marchesini's, Brembos. 150 rear wheel hp on pump gas, never dropped. Ridden by 44 year-old doctor. Asking \$9500 U.S. Will deliver or meet halfway. markbrubacher@home.com. (519) 669-1621. (Ontario, Canada)

AGV Laser Suit. One piece, size 56, used once, never down. \$600 OBO. 1993-1995 ZX7 race bodywork, (Muzzy front, Northstar tail), \$500. Stock rims for 1993-1995 ZX7/1994-1996 ZX9R, no rotors, \$400 OBO. E-mail or call evenings, rd.grover@gte.net. (805) 736-9886. (CA)

Suzuki Special Tools. GSXR, TI, SV, Hayabusa steering head, \$85. Swingarm locknut, \$50. Engine mount locknut, \$45. Sets \$170 plus free shipping. Lifetime warranty, COD available. www.komotodraggin.com. (719) 290-2032. (CO)

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2000 Triumph 955 Parts. Rear wheel, Sprocket rear shock, swingarm, brakes, subframe, motor and accessories including fuel injection and all electronics. Call between 8:00a.m. - 9:00p.m. (281) 450-5352. (TX)

1989-1996 FZR1000, TZF750 Yoshimura duplex race system, K&N filters. Call between 8:00a.m. - 9:00p.m. (281) 450-5352. (TX)

2000-2001 CBR929. BMC air filter, Racelite screen, "Catseye" headlight conversion, HTEV valve assembly. Fieldsheer splinter one piece, red/white/black, size 44, worn twice, \$400. Call between 8:00a.m. - 9:00p.m. (281) 450-5352. (TX)

2000 Blue Suzuki SV650 Street Bike. Minor damage, 3000 miles, \$4000 OBO. 1997 Suzuki GSXR750 street bike. 6400 miles, needs bodywork and gauges, \$3500 OBO. Call Mark, (716) 787-9442. (NY)

Aprilia Bodywork and Leathers. 2000 Mille Sharkskin. Professionally painted black. Top and bottom frame sliders. Asking \$600 OBO. Spidi red/black hook leathers, size 54. Perfect condition. New price \$930, will sell for \$600 OBO. Chris Chrisc@softsolutions.com. (801) 244-0197. (UT)

Wanted for GSXR750: Inverted Showa forks, year 1994 to 1999. Consider individual legs or complete sets. Tubes and sliders must be serviceable, straight and free of stress marks, etc. Gary/AFM 784, gar@atwc.teradyne.com. (925) 686-3812. (CA)

1999 R6. Traxxon, Penske, Akrapovic, Factory, Kevlar, 520, Sharkskin, clip-ons, damper. Proven Expert winner, clean title, all stock bodywork, \$7800. Motor carbs, \$750. Front wheel with rotor, \$200. (410) 653-8640. (MD)

"Suspension for Mortals," suspension tuning handbook, by Traxxon Dynamics guru Max McAllister. \$15. www.traxxondynamics.com. (770) 592-3823. (GA)

Wanted: Honda RC51 Race Stuff. Titanium exhaust pipes (low or high, slip-ons, or full system), steering damper, brake lines, bodywork etc. Richard spt@pacbell.net. OK to leave message: (949) 642-4242 (days). (CA)

GSXR1100, ZX9, CBR parts. 1993 GSXR1100: forks, subframe, stock tail, rearsets. 1997 red stock ZX9 upper, tail, tank, headlight, tail light. Excellent condition F3 stock bodywork. F2 front wheel, forks. (315) 365-2170. (NY)

1988 FZR400 Racebike. The bike has a new motor, rings, seals, and pistons. Many new parts. Head was cut .020 of an inch for more compression. Lightened crank. Aluminum fuel tank and subframe with TZ250 plastic. Spare rims with rains. whatever@ime.net. (207) 353-7243. (ME)

1994 CBR600. 700 original miles. Never raced. \$3350/offer. Dainese two piece suit, black/gray/red. Euro size 50, \$650/offer. Alpinestars boots, mint, black/gray. \$145/offer. tmmick@hotmail.com. (440) 248-9560. (OH)

Wanted: Dynojet dyno. (250) 558-3002. (BC, Canada)

1993 Suzuki GSXR1100 Frame. Massachusetts salvage repairable title. \$800 OBO. (508) 993-4864. (MA)

continued on page 98

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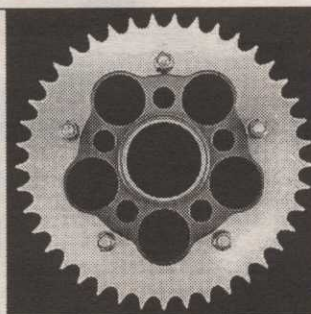
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Want Ads

continued from page 97

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AMA Mid-Ohio

continued from page 86

3. King; 4. Esser; 5. West; 6. France; 7. Worthington; 8. Scott; 9. Hor; 10. Wray; 11. Merhar, 3 laps; 12. Turner, 1 lap. Race Distance, 5 laps, 12.00 miles; Race Time, 7 minutes, 41.167 seconds; Race Average Speed, 93.676 mph; Victory Margin, 3.467 seconds; Winner's Average Lap Time, 1:32.233.

MBNA 250cc GRAND PRIX POINT STANDINGS (After 7 of 11 races, all 11 count): 1. Filice, 225 points; 2. Oliver, 195 points; 3. Hannas, 183 points; 4. Turner, 169 points; 5. Melneicuc, 158 points; 6. Sorensen, 136 points; 7. Esser, 112 points; 8. Sorbo, 110 points; 9. Pyles, 106 points; 10. Piz, 99 points.

LOCKHART PHILLIPS USA FORMULA XTREME FINAL (July 22): 1. Tom Kipp (Suz GSX-R1000); 2. John Hopkins (Suz GSX-R1000); 3. Damon Buckmaster (Yam YZF-R1/R7); 4. Jake Zemke (Hon CBR929RR); 5. Aaron Gobert (Yam YZF-R1/R7); 6. Josh Hayes (Hon CBR929RR); 7. Roger Lee Hayden (Hon CBR929RR); 8. Grant Lopez (Suz GSX-R1000); 9. Joseph Temperato (Suz GSX-R1000); 10. Douglas Duane (Suz GSX-R750); 11. Rick Narup (Suz GSX-R750), 15 laps; 12. Todd Snyder (Suz GSX-R750), 15 laps; 13. Michael Rawlings (Hon CBR929RR), 15 laps; 14. Tony Dinicola (Suz GSX-R750), 15 laps; 15. Chuck Allen (Suz GSX-R1000), 10 laps; 16. Tim Bemisderfer (Suz GSX-R1000), 9 laps; 17. Jamie Thompson (Suz GSX-R750), 9 laps; 18. Mark Miller (Hon CBR929RR), 3 laps, DNF, crash; 19. Jonathan Glaefke (Suz GSX-R1000), 2 laps, DNF; 20. Travis King (Suz GSX-R1000), 0 laps, DNF. Race Distance, 16 laps, 38.40 miles; Race Time, 24 minutes, 6.462 seconds; Race Average Speed, 95.572 mph; Victory Margin, 1.922 seconds; Winner's Average Lap Time, 1:30.403.

LOCKHART PHILLIPS USA FORMULA XTREME QUALIFYING: 1. Kipp, 1:28.061, 98.114 mph; 2. Hayes, 1:29.149; 3. Buckmaster, 1:29.285; 4. Hopkins, 1:29.832; 5. R. Hayden, 1:30.039; 6. Aaron Gobert, 1:30.198; 7. Lopez, 1:30.235; 8. Zemke, 1:30.484; 9. Miller, 1:30.687; 10. Bemisderfer, 1:33.815; 11. King, 1:34.494; 12. Temperato, 1:35.178; 13. Allen, 1:35.605; 14. Duane, 1:35.628; 15. Thompson, 1:37.026; 16. Rawlings, 1:37.054; 17. Voelker, 1:37.101; 18. T. Snyder, 1:37.570; 19. Glaefke, 1:37.669; 20. Narup, 1:38.031; 21. Dinicola, 1:38.391.

LOCKHART PHILLIPS USA FORMULA XTREME POINT STANDINGS (After 6 of 10 races, all 10 count): 1. Buckmaster, 192 points; 2. Hopkins, 170 points; 3. Lopez, 150 points; 4. Hayes, 139 points; 5. TIE, Gobert/Zemke, 132 points; 7. R. Hayden, 122 points; 8. Miller, 115 points; 9. Rich Alexander, 71 points; 10. Kipp, 65 points.



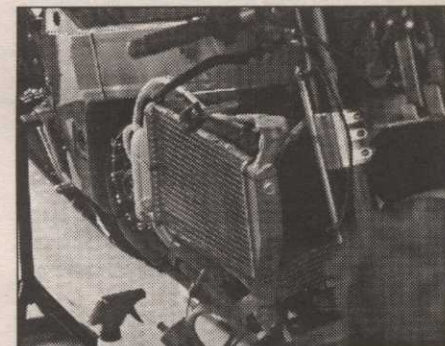
According to Eric Bostrom's tuner, Al Ludington, Bostrom's main advantage in the Superbike class is "his confidence in the front end and his ability to ride it. He can put it where he wants to right now. It's definitely not the power. Look how long it took him to get by Miguel (Duhamel, at Laguna Seca)." Asked how much of that advantage came from Ludington's experience with the G.M.D. Computrack system he used while he was at Honda, Ludington said, "It's learned procedures; how to ascertain how far to go in which direction. It's thinking in terms of active trail and active geometry. The procedures are the same even if you don't know the numbers. We've got an advantage in that (Ohlins suspension technician) Mike Watt and I speak the same language

as far as trail and geometry go on the front of the motorcycle."

Harley-Davidson had two new Superbikes at Mid-Ohio featuring split radiators mounted on the sides of the machines, just inside the fairing. According to team manager John Baker, "It's part of the process of improving handling by shortening the wheelbase and managing the weight bias of the bike. Splitting the radiators opened space between the front wheel and the front of the engine, and allows more flexibility for a shorter wheelbase and a steeper steering head angle. Each rider has one bike, and we try to get the improvements to the track as soon as we can." According to rider Mike Smith, the new bikes were used mostly for testing at Mid-Ohio, while Smith and teammate Pascal Picotte raced their older models with front-mounted radiators.

Honda's Kurtis Roberts was back in action after surgery to relieve forearm pump. The surgery, performed by Dr. Arthur Ting the Tuesday after the round at Road America, was 100 percent successful, according to Roberts. The only ill-effect Roberts reported was a general weakness from not riding for a month. Roberts placed fourth and fifth in the two Superbike races at Mid-Ohio.

Yamaha's Tommy Hayden, Honda's Miguel



Experimental VR1000 Harley-Davidsons at Mid-Ohio were fitted with side-mounted radiators. Photo by Brian J. Nelson.

Duhamel and Kawasaki's Eric Bostrom all rode their 600cc machines in 750cc Supersport practice. According to Duhamel, the practice time was essential. "We need the time for testing," said Duhamel. "We only have 20 minutes in the practice sessions, so getting the extra practice is necessary. We just tried a new shock, and getting it set up takes time. I'm glad we did this session because we found a good setup. We've been testing during the races, and it's been catching us out." Duhamel went on to win the 600cc Supersport race.

There has been much talk lately about the AMA dropping certain classes from the Pro Racing program, and one of the classes that comes up frequently is the 750cc Supersport class. Gary Ricci, owner of Bardahl-sponsored Ricci Motorsports, is one who doesn't think the AMA will drop the class any time soon. "What are they going to do to fill the Superbike grids?" asked Ricci, in reference to the number of 750cc Supersport machines that also race in the Super-

continued on page 103

Prieto Dominates At Homestead, John-O Bowman Returns To Racing

By Lisa Theobald

Shane Prieto won five times during the CCS weekend at Homestead, winning the featured Unlimited Grand Prix Shootout race as well as the GTO, GTU, Middleweight Supersport and Heavyweight Supersport events. Prieto's only miscue came in Middleweight Superbike, when he crashed but picked up his bike to finish 14th.

In the Shootout, Marco Martinez used a borrowed Yamaha YZF-R1 to nab the holeshot, but by the end of lap two Martinez had a train of riders right behind him, with Prieto on his GSX-R750 in second place ahead of Rick Narup, John Ashmead, Mike Luke, John Dierickx and John-O Bowman, all on GSX-R750s except for Dierickx on a Ducati 996. By lap three, Prieto was in the lead, with about a 30-bikelength lead over Martinez, and the order was set at Prieto, Martinez, Narup, Ashmead and Luke.

The three front runners in the Shootout had also battled in the GTO race. Martinez led the first two laps, after nailing another holeshot. But by lap three, Prieto was again out front, pulling away, and bringing Narup with him past Martinez. Prieto finished way out front, ahead of Narup, Martinez, Ashmead and Luke.

At the start of the GTU race, Martinez was out front again, with Prieto on his tail. On the second lap, Prieto dove underneath, on the inside of turn one, to claim the lead. And, behind him, Luke was in hot pursuit. But this time, Prieto was not able to open a large gap on Martinez, and only led by about 10 bikelengths. Luke was well behind, followed by a mad dash for fourth that saw Pedro Valiente and Bowman pass Thomas Pfuner. At the finish, it was Prieto, Martinez, Luke, Valiente and Bowman.

Prieto nabbed the advantage at the start of the Middleweight Supersport race and never looked back. Martinez was close behind in second, while a little farther back, Luke led the battle for third. While Bowman maneuvered through traffic, Luke and Valiente swapped positions a few times, until the final run, when Luke reclaimed the position. In the end, Prieto took another victory, with Martinez, Luke, Valiente, and Bowman rounding out the top five.

Prieto led the first lap of the Heavyweight Supersport race, with Martinez and Ashmead close behind. By lap two, Martinez was out front in a three-way fight for the lead. The race turned into a three-rider breakaway, the front-runners opening up a gap on fourth-place Luke. With two laps to go, Prieto passed Martinez and reclaimed the lead. And, on the white flag lap, the front-runners finally spread apart. Prieto held onto the advantage in the final run to take yet another victory. Martinez finished second, Ashmead third, Luke fourth and Robert Caraway fifth.

Martinez won three races during the weekend, finishing first in Unlimited Supersport, Middleweight Superbike and Heavyweight Superbike. Robert Fisher also won three races that weekend, finishing first in GT Lights, Lightweight Superbike and Lightweight Supersport.

This event marked John-O Bowman's return to road racing after his crash with serious injuries at Daytona in October, 1999. Still recovering from his leg injuries, and walking with a limp, Bowman placed in the top 10 in all four of his races. He finished third in Middleweight Superbike, fifth in GTU and Middleweight Supersport, and seventh in Unlimited Grand Prix.

Prieto is sponsored by Prieto Racing, Inc., Custom Glass Company, Pirelli, GMD Computrack, Sharkskin, Vortex, Factory, Silkolene, Suzuki, Crush & Moscardello Designs, Inc., Penske, Street & Competition, and Photography by Christopher.

RESULTS

UNLIMITED GP: 1. Shane Prieto (Suz GSX-R750); 2. Marco Martinez (Yam YZF-R1); 3. Rick Narup (Suz GSX-R750); 4. John Ashmead (Suz GSX-R750); 5. William Luke (Suz GSX-R750); 6. John Dierickx (Duc 996); 7. John-O Bowman (Suz GSX-R600); 8. Andres Perez (Duc 996); 9. Jim Pihokken (Suz GSX-R750); 10. John Dalton (Suz GSX-R750).

UNLIMITED SUPERSPORT EXPERT: 1. Marco Martinez (Yam YZF-R1); 2. John Ashmead (Suz GSX-R750); 3. Robert Caraway (Suz GSX-R750); 4. Jim Pihokken (Suz GSX-R750); 5. Donald Pepin Jr. (Suz GSX-R1000); 6. Matthew Griffin (Suz GSX-R750).

UNLIMITED SUPERSPORT AMATEUR: 1. Jeremy Haiduk (Suz GSX-R750); 2. Travis Pepin (Suz GSX-R750); 3. Richard Cary (Suz GSX-R600); 4. Max Redondo (Suz GSX-R750); 5. Sven Desouza (Suz GSX-R750); 6. Greg Richards (Kaw ZX-9R).

HEAVYWEIGHT SUPERSPORT EXPERT: 1. Shane Prieto (Suz GSX-R750); 2. Marco Martinez (Suz GSX-R750); 3. John Ashmead (Suz GSX-R750); 4. William Luke (Suz GSX-R750); 5. Robert Caraway (Suz GSX-R750); 6. Jim Pihokken (Suz GSX-R750).

HEAVYWEIGHT SUPERSPORT AMATEUR: 1. Darren Luck (Suz GSX-R600); 2. Steve Craft (Yam YZF-R6); 3. Jeremy Haiduk (Suz GSX-R750); 4. Travis Pepin (Suz GSX-R750); 5. Max Redondo (Suz GSX-R750); 6. Sven Desouza (Suz GSX-R750).

MIDDLEWEIGHT SUPERSPORT EXPERT: 1. Shane Prieto (Suz GSX-R600); 2. Marco Martinez (Yam YZF-R6); 3. William Luke (Yam YZF-R6); 4. Pedro Valiente (Yam YZF-R6); 5. John-O Bowman (Suz GSX-R600); 6. Thomas Pfuner (Suz GSX-R600).

MIDDLEWEIGHT SUPERSPORT AMATEUR: 1. Darren Luck (Suz GSX-R600); 2. Steve Craft (Yam YZF-R6); 3. Chris Hunt (Yam YZF-R6); 4. David Verdecchia (Yam YZF-R6); 5. Richard Cary (Suz GSX-R600); 6. George Brady (Yam YZF-R6).

LIGHTWEIGHT SUPERSPORT EXPERT: 1. Robert Fisher (Suz SV650); 2. Todd Keese (Suz SV650); 3. John Linder (Suz SV650); 4. Tim Hall (Suz SV650); 5. Keith Gallas (Suz SV650); 6. Justin Garvin (Suz SV650).

LIGHTWEIGHT SUPERSPORT AMATEUR: 1. Alfonso Rodriguez (Suz 650); 2. Michael Buckmire (Suz SV650); 3. Dennis Bonneau (Suz SV650); 4. Bruce Akloka (Suz SV650); 5. Robert Cole (Duc 750); 6. Raul Garcia (Hon RS250).

HEAVYWEIGHT SUPERBIKE EXPERT: 1. Marco Martinez (Suz GSX-R750); 2. John Dierickx (Duc 996); 3. Andres Perez (Duc 996); 4. Robert Caraway (Suz GSX-R750); 5. John Dalton (Suz GSX-R750); 6. Joe Delaney (Duc 996).

HEAVYWEIGHT SUPERBIKE AMATEUR: 1. Darren Luck (Suz GSX-R600); 2. Travis Pepin (Suz GSX-R750); 3. Jeremy Haiduk (Suz GSX-R750); 4. Max Redondo (Suz GSX-R750); 5. Anthony Ibarra (Kaw ZX-7R); 6. Laz Diaz (Kaw ZX-6R).

MIDDLEWEIGHT SUPERBIKE EXPERT: 1. Marco Martinez (Yam YZF-R6); 2. William Luke (Yam YZF-R6); 3. John-O Bowman (Suz GSX-R600); 4. Bobby Ludlum (Hon CBR600F4i); 5. Ronny Camilo (Yam YZF-R6); 6. Pedro Valiente (Yam YZF-R6).

MIDDLEWEIGHT SUPERBIKE AMATEUR: 1. Darren Luck (Suz GSX-R600); 2. Steve Craft (Yam YZF-R6); 3. David Verdecchia (Yam YZF-R6); 4. Chris Hunt (Yam YZF-R6); 5. George Brady (Yam YZF-R6); 6. Bill Sheridan (Yam YZF-R6).

LIGHTWEIGHT SUPERBIKE EXPERT: 1. Robert Fisher (Suz SV650); 2. Todd Keese (Suz SV650); 3. Dwight Lewis (Hon NT650); 4. Keith Gallas (Suz SV650); 5. Justin Garvin (Suz SV650); 6. Tim Hall (Suz SV650).

LIGHTWEIGHT SUPERBIKE AMATEUR: 1. Alfonso Rodriguez (Suz SV650); 2. Michael Buckmire (Suz SV650); 3. Dennis Bonneau (Suz SV650); 4. Andrew Abel (Hon NT650); 5. Bruce Akloka (Suz SV650); 6. Robert Cole (Duc 750).

MIDDLEWEIGHT GP EXPERT: 1. Pedro Valiente (Yam YZF-R6); 2. Keller King (Yam TZ250); 3. Chad Simons (Suz GSX-R600); 4. Christopher Cummings (Yam YZF-R6); 5. Ronny Camilo (Yam YZF-R6); 6. Bobby Ludlum (Hon CBR600F4i).

MIDDLEWEIGHT GP AMATEUR: 1. Steve Craft (Yam YZF-R6); 2. Jeremy Haiduk (Yam YZF-R6); 3. David Verdecchia (Yam YZF-R6); 4. Chris Hunt (Yam YZF-R6); 5. Donald Pepin Sr. (Hon CBR600F4i); 6. Joshua Myers (Yam YZF-R6).

LIGHTWEIGHT GP EXPERT: 1. Keller King (Yam TZ250); 2. Juan-Carlos Jurado (Yam TZ250); 3. Chris Hamilton (Hon RS250); 4. Robert Fisher (Suz SV650); 5. Chris Wallington (Yam TZ250); 6. Todd Keese (Suz SV650).

LIGHTWEIGHT GP AMATEUR: 1. Ralf Hellstrom (Hon RS250); 2. Dennis Bonneau (Suz SV650); 3. Andrew Abel (Hon NT650); 4. Edward Alvarado (Suz SV650); 5. Joseph Bennardi Jr. (Apr RS250); 6. Bruce Akloka (Suz SV650).

GP SINGLES: 1. Shane Ernst (Hon RS125); 2. Steve Wenner (Hon RS125); 3. Barrett Long (Yam TZ125); 4. Roberto Corzo (Hon RS125); 5. Mike Hidalgo (Hon RS125); 6. Joseph Bennardi Jr. (Hon RS125).

HEAVYWEIGHT SPORTSMAN: 1. John Long (Duc 900); 2. Leo Venega (Buell 1200); 3. Tony Martin (Buell 1200).

MIDDLEWEIGHT SPORTSMAN: 1. Dwight Lewis (Hon NT650); 2. Ben Matheson (Apr RS250); 3. Gregory Lynch (Hon NT650); 4. Steve Pennington (H-D 1200); 5. Neville Hall-Reace (Apr RS250); 6. Tommy Gonzalez (Apr RS250).

LIGHTWEIGHT SPORTSMAN: 1. Charles Easterling (Yam 350); 2. Pierre Lacasse (Spu 660); 3. Arthur Radford (MuZ 660); 4. Chuck Quenzler III (Yam 400); 5. Thomas Smith (Lav 668); 6. Robert Seymour (Kaw EX500).

SUPERTWINS EXPERT: 1. Andres Perez (Duc 996); 2. John Dierickx (Duc 996); 3. Douglas Gross (Duc 996); 4. Tim Ovellette (Suz TL1000); 5. Douglas Gregory (Duc 748); 6. Leo Venega (Buell 1200).

SUPERTWINS AMATEUR: 1. John Riggins (Hon 1000); 2. Tony Martin (Buell 1200); 3. Thomas Smith (Lav 668); 4. Rodolfo Bertrand (Suz TL1000); 5. Robert Cole (Duc 750); 6. Joseph Bennardi Jr. (Suz TL1000).

SUPER SINGLES: 1. Pierre Lacasse (Spu 660); 2. Justin Long (Hon 666); 3. Neville Hall-Reace (MuZ 660); 4. Joe Lanza (Rotax 500); 5. Richard Herrington (Hon NT650); 6. Mark Macek (MuZ 660).

FORMULA 40 EXPERT: 1. John Long (Suz GSX-R750); 2. Javier Picon (Suz GSX-R750); 3. Egor Emery (Kaw ZX-6R); 4. Pedro Gianello (Hon CBR600F4i); 5. Joseph Bennardi (Suz GSX-R750); 6. Rick Shaw (Suz GSX-R750).

FORMULA 40 AMATEUR: 1. Donald Pepin Sr. (Suz GSX-R750); 2. Robert Card (Suz GSX-R750); 3. Stephen Maher (Yam YZF-R6); 4. David White (Yam YZF-R6); 5. Juan-Carlos Diaz (Yam YZF-R6); 6. Rudolf Schachinger (Lav 1200).

HEAVYWEIGHT VINTAGE: 1. Chuck Quenzler III (Yam 400); 2. Joe Lanza (Hon 750); 3. Sakis Vasilopoulos (Yam 400); 4. Richard Herrington (Hon 498); 5. Stuart Bazerman (Hon 400); 6. Scott Turner (Hon 350).

LIGHTWEIGHT VINTAGE: 1. Richard Herrington (Hon 498); 2. Stuart Bazerman (Hon 400); 3. Scott Turner (Hon 350); 4. Sakis Vasilopoulos (Hon 350).

GTO EXPERT: 1. Shane Prieto (Suz GSX-R750); 2. Rick Narup (Suz GSX-R750); 3. Marco Martinez (Suz GSX-R750); 4. John Ashmead (Suz GSX-R750); 5. William Luke (Suz GSX-R750); 6. Andres Perez (Duc 996).

GTO AMATEUR: 1. Jeremy Haiduk (Suz GSX-R750); 2. Travis Pepin (Suz GSX-R750); 3. David Verdecchia (Yam YZF-R6); 4. Greg Richards (Kaw ZX-9R); 5. Eric Konuk (Suz GSX-R750); 6. Robert Oleski (Hon CBR600F4i).

GTU EXPERT: 1. Shane Prieto (Suz GSX-R600); 2. Marco Martinez (Suz GSX-R600); 3. William Luke (Yam YZF-R6); 4. Pedro Valiente (Yam YZF-R6); 5. John-O Bowman (Suz GSX-R600); 6. Thomas Pfuner (Suz GSX-R600).

GTU AMATEUR: 1. Darren Luck (Suz GSX-R600); 2. Steve Craft (Yam YZF-R6); 3. Chris Hunt (Yam YZF-R6); 4. Jeremy Haiduk (Yam YZF-R6); 5. Bill Sheridan (Yam YZF-R6); 6. Richard Cary (Suz GSX-R600).

GT LIGHTS EXPERT: 1. Robert Fisher (Suz SV650); 2. Todd Keese (Suz SV650); 3. Keith Gallas (Suz SV650); 4. John Linder (Suz SV650); 5. Dwight Lewis (Hon NT650); 6. Tim Hall (Suz SV650).

01. Alfonso Rodriguez (Suz SV650); 2. Michael Buckmire (Suz SV650); 3. Dennis Bonneau (Suz SV650); 4. Andrew Abel (Hon SV650); 5. Steve Pennington (H-D 1200); 6. Edward Alvarado (Suz SV650).

USCRA VINTAGE AT GUNSTOCK, NEW HAMPSHIRE, JUNE 9

Nichols In Control at Belknap Classic

By Michael D. Green

USCRA Vintage racers returned to the Gunstock Ski Area for the fourth annual Belknap Classic at the site of the original Laconia races that ran from 1938 to 1963. Greg Nichols and his Mach 1 350 Ducati have dominated the event for the last two years, and this year was no exception. The narrow, bumpy surface and the limited run-off around the one-mile circuit intimidate most riders, but Nichols seems to revel in the conditions.

"It's a technical track," confirmed Nichols. "There are a lot of bumps out there, and you have to read the terrain to find out where they're located. The night before the race I sit down, draw a map of the track, and try to remember the races from last year. It all helps me pick out the bumps."

Nichols' first win came in the 350cc Grand Prix race. Nichols led from the start and a couple of 59.8-second laps put him well clear of David Roper on his 250 Aermacchi. Light rain began to fall on the fourth lap, but Nichols kept up his demoralizing pace and cruised to a 20-second victory.

"I was slipping and sliding a bit," said Nichols, "and it was hard to get the power to the ground. My plan was to make an early run and let him nibble away at the end. I'm running two-year-old Avons, but the bike is so light it never goes through tires."

The excitement was in the battle for second place as Roper was challenged by his Team Obsolete teammate Erik Green on his AJS 7R slotted into a lightweight Dick Mann chassis. Green tried to outbrake Roper in the final corner on lap three, but the effort forced Green wide and he was not able to challenge Roper again. Fourth place went to Phil Turkington and his fast Bultaco, which features a 250 Pursang motor in a home-built frame.

"This course is a great equalizer," said Roper. "It's really a question of who can hold it on for the longest time. Power doesn't really matter here. The rain wasn't too bad, but there was no way to catch Nichols. Turn one was the driest because it's the most sheltered. It was wettest down the back straight in front of the camp store."

"I tried a few different lines," said Green, "but it was tough to pass Roper. I slowed down a lot when it started to rain."

The 500cc Grand Prix race started about 20-minutes later and once again Nichols led the small field off the line and into Turn One. The light rain suddenly turned into torrential rain.

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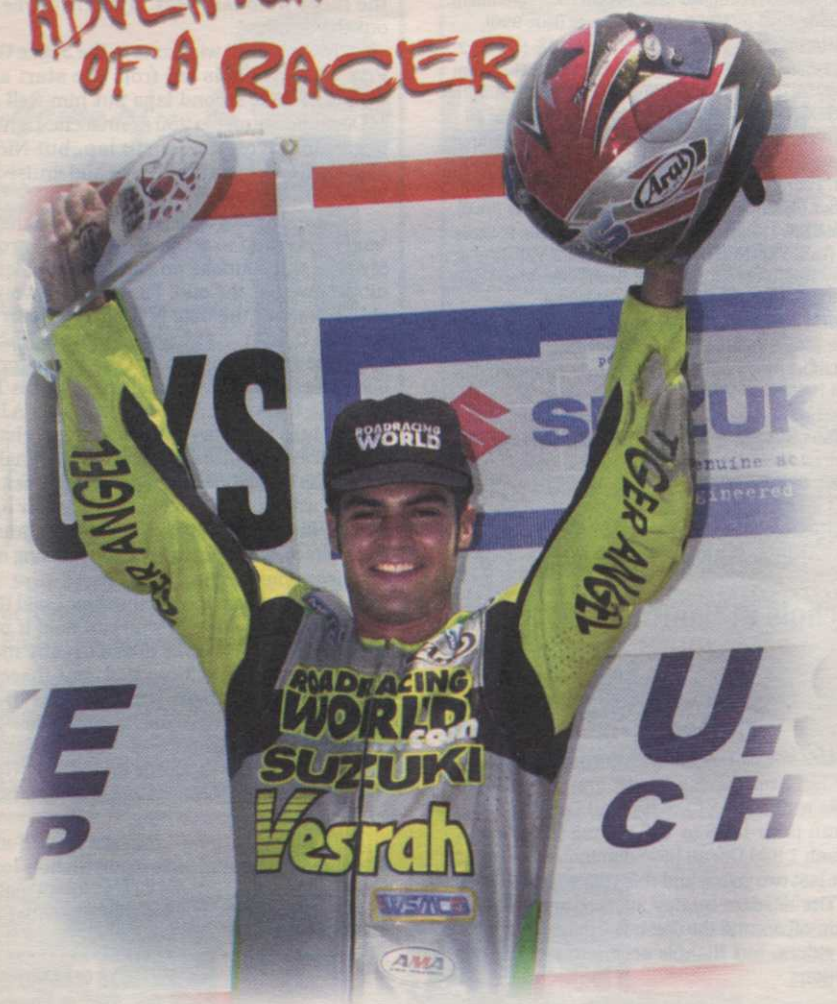
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THE ADVENTURES OF A RACER

First Person/Opinion
By Chris Ulrich



There finally was a break in the action between Loudon and VIR F-USA. I planned to go home after Loudon anyway because my sister was flying in from Germany to hang out for the weekend. I had not seen my sister since New Years so I had to make sure I got home for her summer appearance. So I drove down to the Valvoline shop, left all my torn-up bikes with Shane Clarke, and hopped a plane to California. It's funny when you don't see your home for five weeks, in my case more and more weird stuff shows up in my room. I think my mom is turning it into a storage room.

Anyway, the weekend at home was fun. I just hung out. I didn't really want to do anything. I rode my stationary bike a little and went running with my sister. I took my brother and sister dirt-riding in the hills behind my house the day before I left. It was definitely entertaining. Hayley had a hard time with the clutch, but Damian went pretty good. He had the clutch concept down. They didn't crash and had a fun time. That was all that mattered.

I headed back to Alabama on June 25th. I had to mount up bodywork on my racebikes and change the oil in the Team Hammer school bikes and then head up to VIR. American Airlines was late leaving LAX and I barely made my connection out of O'Hare. My bags didn't make it to Huntsville, and the next flight wasn't coming in until 10:00 p.m. That kind of sucked. So 10:00 rolls around and I call the airline. My bag showed up at the airport at 10:06. They said there would be a two-to-four hour delivery time for my bag from the airport, and it was supposed to be delivered that night. So the latest the bag was going to show up was 2:00 a.m., in theory. I fell asleep at 11:00, but woke up at 2:00 a.m. and called the airline again, and didn't get done



Laguna Seca 750cc Supersport: "I was stoked. I won. I won on a four-stroke... I thought my dad was going to explode." Photo by Brian J. Nelson.

with all that crap until three in the morning. Then I just went to sleep. My bag showed up the next morning at 7:20 a.m.. It was bullshit, O'Hare sucks ass, they always lose my dad's bags, now they lost my bags. The baggage handlers at O'Hare should be made to wear dirty clothes for days on end, until they get off their asses and get the bags to the right plane before it departs.

I left for VIR at about 11:00 a.m. on Wednesday, and didn't get to the hotel until 12:30 a.m.—Grant Lopez's

mechanic Todd Fenton had figured it was going to be eight hours, but it turned out to be 12-and-a-half. I think there was a little miscalculation.

I woke up the next morning at 5:00 a.m. to get ready to go to the track. We were putting on a Team Hammer school there so I had to be on the ball to get my truck in and get the stuff set up for the school. I got everything set up and unloaded the bikes. I was only going to be there for the morning and the first part of the afternoon. Then I was heading for Portland to do the endurance race with my endurance team. Glenn Szarek got hurt at the WERA race at VIR so I needed to be

at Portland to ride the endurance bike. No problem, I was already planning on going to Portland.

My goal for the day was to learn the VIR track and then hit the road. I missed the first couple of sessions out there, messing around and getting set up. I finally got out in a school session. The track is cool. It has a few blind crests and a lot of fast sections. It seemed like it had a nice flow to it. The track looked fun. My second session out was on my F-USA bike. The bike didn't feel that good and it was under-geared. I stayed out during the session and cruised. I was running out of gear before the start-finish line. The handling on



Laguna Seca 750cc Supersport: "It worked. I was now in third and could still see Ben Spies and Jimmy Moore." Photo by Brian J. Nelson.



Laguna Seca 750cc Supersport: "When I turned down pit lane towards winner's circle I saw something I've never seen before. People were running out to give me high-fives and cheering." Photo by Brian J. Nelson.

the bike needed to be improved. I changed to gearing and checked the sag on the bike. I took me awhile, since I am not exactly Joe Tuner.

My third session out I was going to push harder. I made some changes and knew the track a little better. I was a lap late getting out of the pits and didn't have tire warmers on my bike. I was just cruising through the mid-section of the course on my out lap, wasn't doing anything squirrely and Bam! Next thing I know I'm holding onto my bike looking at my front wheel and then I'm flying over the bars on my way to the ground. My bike ghost rides through the grass and hits an Armco barrier. I'm a little dazed because I landed head and neck first so I just chilled for a second and then got up with the help of the rammer. F--king Marc Palazzo had plowed the shit out of me. I was a little dazed so I really wasn't feeling confrontational. He asked me if I slowed down more than usual for that corner. My reply to that was "I was on my out lap." I didn't have



Laguna Seca 750cc Supersport: "My whole goal for the weekend was to just finish on the box and stay off the ground." Photo by Brian J. Nelson.

warmers on and was just checking it out. Brian Parriott had just come by me and didn't have a problem. People usually don't have a problem with running into me. I think it is just Palazzo. He took out Brian Gibbs at Daytona, hit his own teammate at Willow Springs, ran into Stoney Landers at VIR and Chuck Graves told me that he has all sorts of problems with Palazzo running into him. The thing that amazes me is that Palazzo honestly thought that it wasn't his fault. At least when Roger Lee plowed into Hopper at Sears Point

he admitted it was his fault. If I run into the back of somebody with my car, it is my fault. Even if the person was a total squid and slams on their brakes unexpectedly. If I hit someone from behind, it is my fault. By that reasoning it was Palazzo's fault and I was an innocent victim of somebody who has a problem running into people. Maybe he needs to get some glasses. I don't know. What I do know is that my f--king bike was destroyed and I was battered and bruised. To list some of the bent stuff on my bike, frame, triple

clamps, forks, swingarm, both wheels, and the bodywork was completely destroyed along with the tank. It also KO'd my favorite TC's Specialized Graphics helmet. This brought my crash total for the year to five.

After the crash I got checked out by Nurse Susan Warren of Arclight Racing and then packed my stuff and bailed out to the airport. I arrived in Portland at midnight and caught the shuttle to the hotel and then went to sleep.

I was pretty sore and tired the next morning, but there was a job to do, so I just went out and rode the Vesrah GSX-R1000. By the third session I was into the 1:10s. By the end of the day I had turned a 1:10.117 on the data logger. The bike was so fast and easy to ride, I could putt around the infield and then just gas it on the straight and still do 10s. It was easy, the bike was hitting 181 mph at the end of the front straight. All Mark Junge wanted me to do in the endurance race was 10s, so I didn't need to push any harder. At the end of the day I went and got something to eat with some of the team guys and then went back to the room and fell asleep.

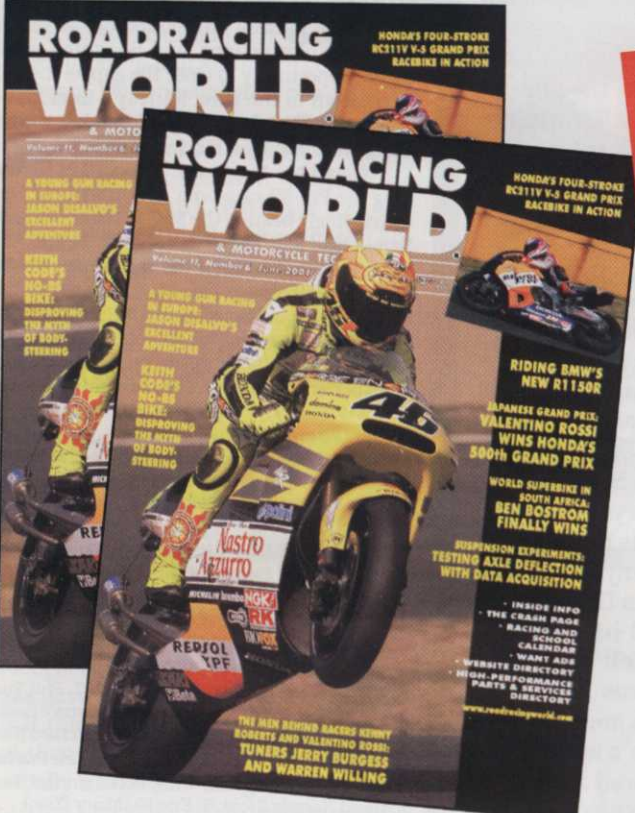
I was still pretty sore when I woke up Saturday morning. I had to do two stints of 70 minutes each. No problem if you're not bruised and battered. I rode the endurance bike with a full tank and could do consistent low 11s and high 10s. No problem, and when the tank runs down a little I would be good. I made sure that I practiced with a full tank so when I got on the bike

it wouldn't screw me up.

Mark started and then handed off to me. I went down into turn one and about launched myself. The bike died, so I started flipping switches. I finally flipped all the switches and then it started. I got going and it tried to kill me again. So I made a quick stop in the pits to make sure the bike was okay. Then I went back out and just chilled to make sure every thing was good. I thought we were in second and I had blown all of Mark's work. Luckily I only blew most of it and we were still leading by 15 seconds. I worked the split up to 20 seconds and then my stint was over. Larry Denning got on the bike and gapped them a second a lap. Then I got back on. I had a 3-second lead when I first got out there. I worked the gap up to 48 seconds and then the board went to -19. It took me a few laps to figure out the minus was how long I had until I was going to lap second place. I caught second right before they pitted and put them a lap down right as they entered pit lane. Then I passed the local hero team and pulled away from them. My stint was over shortly after that. I pulled in and handed off to Mark with a lap and 30 seconds on second place. Mark passed the second-place guys to put them a lap down again and then put two more laps on them. All we had to do was cruise. Then the bike broke, handing the victory to Team Extreme. I wasn't happy and the rest of the team wasn't happy. We packed up, then went to dinner with Mr. Tamura, President of Vesrah.

I was sore, bruised, and pissed-off.

.....
continued on page 102



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

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I hopped a flight home the next morning at 6:00 a.m., and spent the rest of the day on my couch recuperating from my weekend activities. Laguna was next, so we'd see if could put it on the box.

I had a couple of day to recover between Portland and Laguna. I chilled for the majority of the time. Dave Swarts had driven my truck from VIR for me and arrived at my house a few days earlier than expected, I had been a little worried about my truck and trailer, but they came through unscathed.

We left for Laguna Tuesday night. I was driving my dad's motorhome, and Swarts was driving the truck and trailer. I was going to drive until about midnight and then park for the night. We made it to Highway 46, the turnoff between I-5 and the 101, and then called it quits for the night. We woke up at 6:00 a.m. and finished out the drive, and arrived at Laguna Seca around 10:00 a.m.. I was a little worried about how the transmission in my truck would do going up the big hill. The hill is a 16 percent grade. I put it in first gear and crossed my fingers. It wasn't the fastest thing going up the hill, but it made it. I was sweating bullets for awhile on the steep part of the hill!

After I made it up the hill I pulled up into the parking line and then Cameron Gray showed me to my parking spot and I was good to go. The line going into the paddock was a little long, but I was happy with how easy it was to get parked. It seems like the two races Speedvision promotes are the two that are that are the most organized as far as the parking deal. At least for my deal. Loudon and Road America were okay, but Atlanta and Laguna were easy. I pulled up and waited for a little bit, while they parked a few other guys, and then I pulled into my spot no problem. Sears Point needs to give the Speedvision guys a call and ask for advice on how to park vehicles at their race event.

After I parked and unhooked, I sent Swarts off to the airport to pick up my tuner, Billy Wiese. Then I started to unload the trailer and get my pit area set up. I had to mount up new bodywork after the incident at VIR, so I had started on that when Billy showed up. It's easier to mount up bodywork with some help. We got all that stuff done and stickered up the bike, then went to tech. After that we packed up and bailed out to get something to eat and go back to the hotel to go to sleep.

There was no 750cc Supersport practice on Thursday, so I entered Superbike practice to get some track time. The first Superbike session was 40 minutes. I did 18 laps to get loosened up, but didn't feel that good out there and all I could do was a 33.4. The second session was Superbike qualifying. We made some changes and kept the same tires on the bike from the morning session. I went out in the second session and did 32.1. I felt a little more comfortable and worked on my lines throughout the session. The times just kept coming down, and I was satisfied with the times for the day. I think the times put me like 16th or 18th on the grid

for the Superbike race, and I was third out of the 750cc Supersport guys. I was confident I could go faster. It was Thursday and I was trying to not throw the bike on the ground on the first day of practice. My whole goal for the weekend was to just finish the race on the box and stay off the ground. I crashed twice at Loudon and had an incident at VIR that totaled my bike. So I didn't really need to put anything on the ground this weekend.

Friday morning I put new tires on and went faster, and got into the 31s. I did a lot of consistent 31s with my fastest being a 31.4. Qualifying was late in the afternoon so I had to rest up and prepare myself for my afternoon activities.

The AMA originally had one qualifying session that was 50 minutes long. They split the 50-minute session into two 20-minute sessions after the morning warm-up. The fastest riders from the warm-up were in the first group. The slower guys were in the second group. It was a good decision to split the session. It seemed like there were a lot more people in practice than usual. I think more riders show up at this race because of the WSB race and it has a big spectator turnout. In practice there were some guys braking as they went into turn one, while I was searching for a line that would allow me to get over the turn one hill pinned. I'm glad they have a 112 percent rule, because the race would have been horrible if they let all those guys out there. I understand they paid their money and that gives them a right to at least try to qualify, but some of those guys needed some more practice at club races.

Enough bitching, I went out in qualifying on my race tire. Metzeler has a softer race compound, but I was confident that I could put in a good qualifying lap on my race tire. I went out in the first part of qualifying and tried to put in a few good laps. The plan was to put in a flyer on the green compound, which I always race on, and then put on a blue compound—which the Arclight guys use a lot—and really try to bomb it.

I watched my board. I saw 30.7, 30.4, 30.4, 30.1, and 29.9. I pulled in after the 29 to get the new tire. I wanted to go for the extra point by qualifying on pole. I went out on the blue and got held up by some 600 guy and then just didn't get a good lap in. Then I tucked the front on the entrance to the corkscrew. It pissed me off because I wanted to get pole. I was nipped by Jimmy Moore for pole in the session. I did a 29.922 and he did a 29.917. Damon Buckmaster's old track record was 29.970. Buckmaster qualifies like no other, so I was stoked to be under his track record on my race tire. Then, in the second session, Vince Haskovec put on a Q-tire and did a 29.4. That surprised me, I didn't think he would be the guy with the flyer. I ended up third, with a wrecked bike. It was stupid to crash on the last lap of qualifying and I wasn't happy about it. It's a good thing I'm sponsored by Air Tech and Reflections Auto Trends. Reflections used to be next door to Roadracing World so they don't mind painting my stuff. Just as long as I bring them a 30 pack, some posters and a couple of RW hats. I would be more broke if I had to pay for all this stuff.

I patched up my upper fairing with

fiberglass and duct tape. It looked pretty ghetto, but I wasn't going put new bodywork on and risk destroying my last good set of bodywork.

We had one session Saturday morning. I did a 31.4 just cruising around. I didn't feel like pushing hard.

Sunday morning I went out and did some low 31s. I knew I could run the pace so I wasn't worried. I had a good set-up for race distance, so I just chilled. I think I ended the session fifth.

I got off to a bad start and was seventh after the first lap. I was being a little too conservative during the race and it took me longer than I would have liked to get up to the front. Haskovec had a big slide in turn three and then it seemed like he just backed off. I passed Tony Meiring and then a couple of laps later stuffed Daigoro Suzuki, just left off the brakes going into turn 10, got underneath him and blocked his line. I knew I had to do that when I went by Suzuki, that I had to push him off line a little so I could get a gap from him immediately. It worked.

I was now in third and could still see Ben Spies and Moore. I was thinking it was going to be a replay of Road America, but I couldn't catch them. I could only keep the gap the same. I pushed hard, but the gap was not closing. I could see that the gap to fourth was getting bigger every lap.

The laps just started counting down and I had +4 to the guy behind me, so I just settled into third. Then three laps from the end I came around the Corkscrew and saw Jimmy's bike flying through the air. I was in second with two laps to go. I had no pressure from behind me and so I was just cruising. Then I came around with one lap to go and Ben was on the ground in turn 11. I couldn't believe my luck. I was just trying to stay off the ground and it paid off. I looked behind me like 10 times to make sure no one was close and then just cruised to the line. I was stoked, I won. I won on a four-stroke.

When I turned down pit lane towards winner's circle I saw something I've never seen before. People were running out to give me high-fives and cheering. I was being cheered by a large crowd of many, many people. A lot of them were 250 guys, guys I've know for years like Steve Biganski, James Siddall, Perry Melneciuc, guys I've raced with, plus guys I know like James Lickwar, all my other buddies. Even Jim Allen from Dunlop gave me a high five, I used his tires on my 250 last year. It felt pretty f---king good, I guess it was a popular win. Then my dad gave me a big hug right before I got to the winner's circle. Billy was stoked, and I thought my dad was going to explode.

It was a good day for me. I work my ass off. I train hard, I ride hard, and drive my own truck across the country. I had my plan for the race and it worked. I was going to finish no matter what. I did and I won.

I still have a lot of work to do at Mid-Ohio. I need to keep the bike off the ground and get a good start. My starts have flat-out sucked since Road America, so I need to get my act together. Races will be a lot easier if I get off the line with these guys. I got the first

continued on page 67

and many riders decided that discretion was the better part of valor and returned to the pits. Nichols seemed oblivious to it all. He continued riding and almost lapped the entire field at the end of the 10-lap race with Roper a distant second on the Team Obsolete Matchless G50.

"My shield was fogging up in the rain," said Nichols. "Wiping it didn't seem to help and opening it didn't seem to help. I had a few moments. One lap I hit the stripe near the camp store and went totally sideways. One lap I caught a backmarker and tried to pass him on the inside. He swung in and I was pinched between him and a bale."

"I was floating down the hill. I do a lot of kayaking, and it helped me read the water coming down the hill. I was making a late apex into the corners—getting in deeper and later. I was slow in the corners and coming out with the bike upright so I could keep the power down."

"I was just trying to be mellow," said Roper. "I got into a tankslapper on the top section during practice and cranked down on the steering damper. I was going slower in the rain, and the steering seemed very heavy—I had more confidence on the Aermacchi. But there's no excuses really. Nichols was going to win anyway."

Roper and his Aermacchi finished 10 seconds ahead of Turkington and his Bultaco to win the 250cc Grand Prix race in convincing style. Roper's fastest lap was a 1:01.31.

Steve D'Angelo was the early leader of the 200cc Grand Prix race on his immaculate Ducati Single, but he was quickly caught and passed by Fritz Augustine. German expatriate Augustine was riding the Yamaha TA125 that was originally built by Kevin Cameron for AAMRR racer Bill Payne in the late 1970s. Canadian Eric Pritchard and his 1962 Triumph Tiger Cub relegated D'Angelo to third place a few laps later.

Andrew Murray was a busy rider during the weekend. Murray and passenger Sandy Harris won an exciting sidecar race that saw three outfits battling for the lead and entertaining the large, appreciative crowd in the process.

Murray then jumped onto his 750 Norton and battled with Doug Boughton and his Trackmaster Triumph in the Open Grand Prix race, the last event of the day. Boughton jumped into an early lead, but Murray slowly reeled him, took over the lead, and looked to be heading for victory. Murray was slowed by backmarkers in the closing laps, and Boughton seized on the opportunity to close the gap as the race went down to the wire. Murray's final lap—a 59.30—was the fastest lap of the day, and he hung on to win by a bikelength.

Boughton took some consolation by winning the Pre-52 race on a rigid BSA Gold Star, convincingly beating the Manx Nortons of Mark Samuelson and Thane Giles. AHRMA star Carleton Palmer has been the traditional winner of the Pre-52 race at Gunstock, but was intimidated by the falling rain and finished fourth.

"I've been racing for six years," said Palmer, "but I've never raced in the rain before. I have no experience and didn't know what to expect."

RESULTS:

OPEN GRAND PRIX: 1. Andrew Murray (Nor); 2. Douglas Boughton (Tri); 3. Dylan Eustache (Tri); 4. Richard Demetrius (Tri); 5. Frank Camillieri (Tri); 6. Mike Tomany (Nor).

500cc GRAND PRIX: 1. Greg Nichols (Duc); 2. David Roper (Mat); 3. Dylan Eustache (Tri); 4. Frank Camillieri (Tri); 5. Eric Pritchard (Tri); 6. Bob Coy (BSA).

350cc GRAND PRIX: 1. Greg Nichols (Duc); 2. David Roper (Aer); 3. Eric Green (AJS); 4. Phil Turkington (Bul); 5. Cliff Godfrey (Hon); 6. Henry Syphers (Hon).

250cc GRAND PRIX: 1. David Roper (Aer); 2. Phil Turkington (Bul); 3. Greg Nichols (Duc); 4. Lawrence Somma (Duc); 5. Chris Marshal (Duc); 6. Eric Pritchard (Duc).

200cc GRAND PRIX: 1. Fritz Augustin (Yam); 2. Eric Pritchard (Tri); 3. Steve D'Angelo (Duc); 4. Bernd Bressel (Yam); 5. David Naegel (Hon); 6. Eric Nachbaur (Yam).

50cc MODERN: 1. Hiroshi Murata (Hon); 2. Millan Galland (Hon); 3. George DeCamp (Hon); 4. Frank Smith (Hon).

50cc CLASSIC: 1. Robert Bove (Mal); 2. Robert Rech (Unk); 3. Brendan Morgan (Suz); 4. Dave Sheppard (Ben); 5. Bob Vaeth (H-D).

50cc SUPERVINTAGE: 1. Phil Turkington (Suz); 2. Mary Branson (Hon).

PRE-1952: Douglas Boughton (BSA); 2. Mark Samuelson (Nor); 3. Thane Giles (Nor); 4. Carleton Palmer (Vin); 5. David Dunfey (Vin); 6. Doc Batsleer (Ind).

SUPERVINTAGE SIDECARS: 1. Andrew Murray & Sandy Harris (Yam); 2. Tim Courts & Zack Courts (BMW); 3. Tom Verville & Oona Aldrich (BMW); 4. Fitz Sargent & Karl Smolenski (BMW); 5. Tom Turnbull & Chris Marshall (BMW).

SIDECARS: 1. Peter Hardy & Ellen Hayes (Tri); 2. John Wilson & Jo Lanova (Tri); 3. Marcus Poisson & Jim Laura (BMW); 4. John Ruffo & Dianne Gately (BMW).

bike class. Ricci said he currently races in the Superbike class "To get a paycheck for the rider, without sacrificing too much equipment. We approach it conservatively." Would he go to the Superbike class if the 750cc Supersport class were eliminated? "Even if I had the money, I couldn't get the parts," said Ricci. He also didn't think he could successfully compete in the 600cc class, "Not in the current configuration. The factories want to make sure they're not beat by anybody but another factory."

Mid-Ohio saw yet another return to racing by 250cc Grand Prix rider Randy Renfrow. Renfrow, whose last AMA professional race was at Daytona four-and-a-half months ago, said, "I'm retired. I just haven't quit. I'm back trying to survive the number of laps you have to do in practice. I'm not in very good shape." Renfrow, who finished third at Daytona, said, "I just came out to try to have some fun. I'd go to a certain number of races even if I wasn't riding, and it's more fun to ride. Right now, everything's happening a little ahead of where I'm at. I'm better today (Friday) than I was Thursday, and hopefully by Sunday it will be better yet. If everything goes well here, I'll be doing Brainerd and Virginia, too."

Mat Mladin's gearbox problems appeared to resurface at Mid-Ohio. Mladin, who thought he lost third gear in the AMA Superbike race at Laguna Seca but finished third anyway, also thought he lost second gear in the first non-qualifying Superbike practice on Friday morning at Mid-Ohio. According to Mladin's mechanic Yuji Kikuchi, the problem was not in the gearbox, but in the clutch. "It was a slipping problem," said Kikuchi. "When the revs went high, it would start to slip. The clutch wasn't really broken, but we changed the entire clutch assembly and that seems to have done it. It was an intermittent problem that started to get worse." The team swapped clutch assemblies before the Friday afternoon first qualifying session, and Mladin reported no problems in that session, in which he qualified fastest with a best lap of 1:27.446 seconds, within 0.045-second of the lap record.

Mladin brought his own digital voice recorder to the press conference following Superbike qualifying at Mid-Ohio. Mladin, who was fined \$5000 and docked a point for comments made at the press conference at Loudon, said it was, "Just to make sure I'm not misquoted."

Passing at Mid-Ohio is a problem, according to Kawasaki's Eric Bostrom. Bostrom, who said it was the first time this year in qualifying that he didn't have a problem with traffic, went on to say there were few places to pass on the track. "For a fast guy, it's tough. I mean really tough. You can out-brake guys at the end of the back straight, but it takes a pretty big move to do it. And then, other than that, you've got to basically motocross the guy and pretty much put him in the cheap seats to get by."

Yamaha's Anthony Gobert decided not to run in the Superbike races at Mid-Ohio after the second qualifying session on Saturday morning. Gobert, whose left wrist was broken in a crash during practice at Loudon, said, "It's still too delicate right now. It needs another week or so to heal. Not riding was my own decision. It's just not worth it (to race) for sixth or eighth place, to risk falling off and not going to the Suzuka (8-hours). I'm going to save it for the 600cc (Supersport) race, where I'm still second in the points." Gobert finished the 600cc Supersport race in fifth and maintained his position of second in the points behind Eric Bostrom.

RW

RED HOT

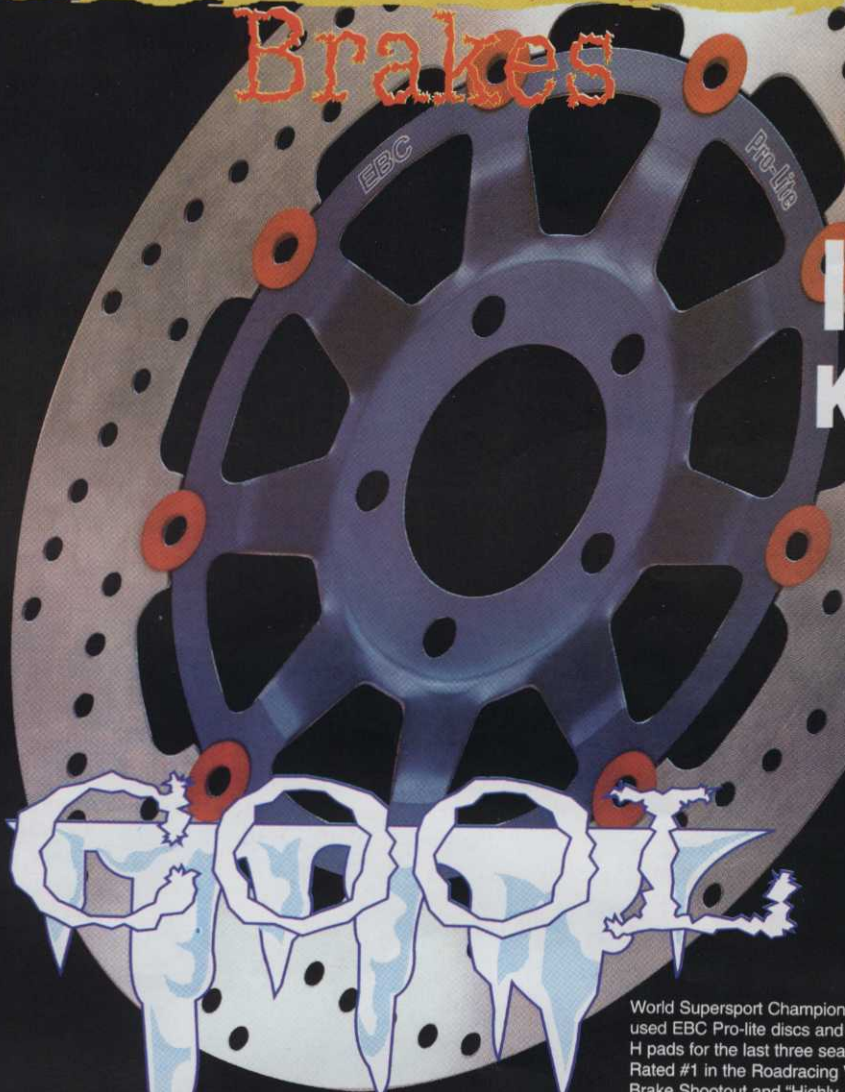
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August 23, Thursday	Pocono International Raceway, Long Pond, PA (School, Track Ride, Practice) (FUSA)
September 6, Thursday	Portland International Raceway, Portland, OR (School, Track Ride, Practice) (FUSA)
September 12, Wed.	Willow Springs International Raceway, Rosamond, CA (School, Track Ride) (AMA)
September 13, Thursday	Willow Springs International Raceway, Rosamond, CA (Pro Practice) (AMA)
October 17, Wednesday	Daytona International Speedway, Daytona Beach, FL (School, Track Ride) (FUSA)

Stop dreaming about it and start doing it on the racetrack with the Team Hammer Advanced Riding School & Track Rides! We'll take you up on the incredible high bank at Daytona and Pocono, into Portland's super-fast turn one, around Willow's famous turns eight and nine! Your exciting school or track ride day at the racetrack includes a participant gate pass good for the weekend's professional races. Spend the day riding with Team Hammer, then stay on for the rest of the weekend and watch the professional racers. All Team Hammer school and track rides take place on fully prepped and staffed racetracks with haybales, cornerworkers, crews and EMTs standing by and school graduates are eligible for CCS and WERA racing licenses. Schools include classroom and four 30-minute on-track instruction sessions. Track rides include at least four 30-minute on-track sessions. Come ride with Michael Martin and the rest of Team Valvoline EMGO Suzuki at a racetrack near you (Formerly known as the Team Suzuki Endurance Advanced Riding School).

Team Hammer Advanced Riding Schools include classroom and on-track instruction for riders who have never been on the track before or who want to improve their on-track skills. Topics covered include riding techniques, race strategy and bike set-up. The cost is \$250 for tuition plus a \$35 non-refundable materials and registration fee. Virginia, Pocono, Portland and Daytona schools include Formula USA weekend participant gate pass. Willow Springs school includes AMA weekend gate pass.

Rental leathers available. Certain restrictions apply. Team Hammer Track Rides are for riders who have already graduated from a Team Hammer Advanced Riding School or similar recognized course. The cost is \$150 for track time plus a \$35 non-refundable registration fee. Virginia, Pocono, Portland and Daytona track rides include Formula USA weekend participant gate pass. Rental leathers available. Certain restrictions apply. Team Hammer Pro Practice days at Brainerd and Willow Springs are restricted to AMA Pro-licensed racers participating in the following weekend's AMA National. The cost is \$185 per rider, no matter how many bikes he or she rides. Certain restrictions apply.